

Appendix A: Alternatives Assessment Worksheet

Appendix B: Agency Coordination Letters

Appendix C: Conceptual Stage Relocation Plan

Appendix D: Secondary and Cumulative Impacts Report

Appendix E: Newsletters and Other Public Involvement Documents

Appendix F: Copies of Local Resolutions

Appendix G: Agricultural Impact Statement

Appendix H: Farmland Conversion Impact Rating Form (AD 1006)

Appendix I: Noise Receptor Maps

Appendix J: Correspondence with Potential Section 106 Consulting Parties

Appendices

WisDOT PROJECT I.D. 3575-09-01

UNITED STATES HIGHWAY 12

US12/WIS26 NORTH FORT ATKINSON INTERCHANGE to WHITEWATER BYPASS
Rock and Jefferson Counties

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Consistent with the *Memorandum for Federal NEPA Liaisons, Federal, State and Local Officials and Other Persons Involved in the NEPA Process. March 16, 1981*, specific research and technical studies conducted for this project are included in the appendices when possible. Material prepared as appendices to the EIS consist of material prepared specifically for the EIS and consists of material that substantiates an analysis fundamental to the EIS. It is analytic and relevant to the decision to be made; and is circulated with the EIS within FHWA, to EPA Region 5, and to cooperating agencies.

Some technical reports have been incorporated by reference. Reports incorporated by reference are available for review on request by other parties. Contact the following individual to obtain copies or to review reports and studies referred to in the EIS, but not included in the circulated document:

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Appendix A: Alternatives Assessment Worksheet

US 12 Fort Atkinson – 3575-09-01
Updated 9/25/03, 10/15/03

Alternatives Assessment Worksheet

The following is a compilation of the benefits and drawbacks of each alternative. These points were developed and reviewed by WisDOT, the cooperating agencies and the Advisory Committee. The results of this exercise were used to assist WisDOT in determining which alternatives should be carried forward for detailed study in the DEIS.

	Alternative	Benefits	Drawbacks
1a	TSM	<ul style="list-style-type: none">Minimal environmental impactsOperational improvements to signal timing, intersection channelization make this a low cost, low impact optionExisting alignment represents shortest distance of all alternativesMay shift some Robert Street traffic to Main Street with coordinated signal timingsMinimal property and ROW acquisition needsNo loss of farmland or wetlandWould add pedestrian safety features	<ul style="list-style-type: none">Does not meet Corridors 2020 geometric standards for example lane width, intersection turn radii and access pointsDoes not provide long-term solutions to regional traffic problems such as heavy truck traffic through city, route continuity issues and access point issuesLess impact on improving safety since ability to adjust intersection geometrics is limited (e.g. truck turn radii), narrow lanes will remain on Main Street and traffic volumes will not decreaseMay impact historical/archaeological resourcesDifficult to meet LOS C without having right of way impactsCould increase pedestrian and bicycle hazards due to improved through-traffic flow
1	No Action	<ul style="list-style-type: none">No new construction impactsExisting alignment represents shortest distance of all alternativesConsistent with understanding of city that WisDOT would do no further widening of Madison Avenue after this summer's project is completedNo loss of farmland	<ul style="list-style-type: none">Does not address congestion, safety and convenience problems that were identified in the Needs Assessment StudyNot favored by city, town, or Friends of Koshkonong (Town Reso. 01-09-02, City Resolution 1017)Does not provide solutions to regional traffic problems such as truck traffic, route continuity issues, access point issues
2	Through-Town (to standard with LOS C)	<ul style="list-style-type: none">Uses existing routeExisting alignment represents shortest distance of all alternativesProvides a long-term solution to regional traffic problems	<ul style="list-style-type: none">Severe impacts to downtown historic districtImpacts to local parksSection 4(f) issues (parks & historic districts)Loss of downtown on-street parking with limited or no options for replacement parkingEstimated impacts to 27 commercial buildings and 10 homesWould “undermine” the city’s downtown public and private investment in building renovation and river walk development and would preclude any future development in Fort Atkinson’s downtown (Chamber of Commerce Resolution 3-18-03)Loss of farmlandProvides no benefit to pedestrians and bicyclistsContinued mix of local and regional traffic conflictsNot favored by city, town, or Friends (Chamber of Commerce Resolution 3-18-03, Industrial Development Resolution 3-20-03)Signal density is high on Main Street making it difficult to increase arterial capacity.
3	STH 26 to Whitewater Bypass	<ul style="list-style-type: none">Uses existing corridorsLow estimated construction cost by utilizing new 4-lane STH 26 and CTH N/STH 26 interchange being completed as part of STH 26 projectWould meet needs of a Corridor 2020 Connector Route in that it connects US 12 to Jefferson County and City of Fort Atkinson, a Manufacturing Center and a Trade Center respectively. These communities were identified in the State Plan as needing to be connected with a connector route.Potential as a low cost test or “interim” solutionUses Rock County N which has existing access controlNo farm severancesAffects fewer wetlands than new alignments.Public support, particularly from Town of Koshkonong (Resolution 11-13-02)Co. N is now Class B road and can’t be used by trucks. Could be used for truck traffic if a state 12 road.Minimal impacts to peopleSupport at public hearings overwhelmingAllow farmers to expand (economic development) if you pick this route soonConsistent with mission statement of corridors 2020Lowest cost and lowest impact as compared to 7 or 7aAllows for eventual routing of traffic to I system, giving future relief to Cambridge	<ul style="list-style-type: none">Long lengthLongest distance and travel time from US 12/STH 26 interchange to Whitewater bypassCurrently being used for many trips, may not redirect substantial amount of traffic from US 12Impacts to 28 housesImpacts in Rock County not wholly explored, need for jurisdictional transfer of Rock CTH NDoes not fully support the concept of maintaining a strong “grid” system of supporting highways as backup to IH systemThree historic farmsteadsHigh likelihood of large, later period archaeological sites and burialsPossible secondary and cumulative impacts to CambridgeInterchanges at County N/WI 26 and US 12/County ‘S’ will be highly inefficient for such useDoes not address potential for *major* US 12 through traffic increases

	Alternative	Benefits	Drawbacks
3a	I-39/90 to Whitewater Bypass	<ul style="list-style-type: none">• Uses existing corridors and roads• Potential for low-cost test or “interim” solution• Uses Rock County N, which is built to high standards and has existing access control• No farm severances• Favored as “Opt 8” by Friends Committee in Koshkonong’s Resolution dated 11-13-02• Public support, particularly from the Town of Koshkonong (Resolution 11-13-02)• Affects fewer wetlands than new alignments.• Potential for more drive-by business in Newville area	<ul style="list-style-type: none">• Does not meet needs of a connector route: doesn’t connect to Jefferson County or Fort Atkinson• Also available to accommodate current trip-making, potential to reduce congestion on US 12 questionable.• Long length• Bridge widening at Newville• Impacts 67 homes• Impacts in Rock County not wholly explored, need for jurisdictional transfer of Rock CTH N• Does not support NHS concept of maintaining a strong “grid” system of supporting highways as backup to IH system.• Would still need a state highway between Cambridge and Fort Atkinson• Higher costs than Alt 3 due to additional lanes on STH 59 and Newville Bridge improvements.• Interstate 39 is at capacity• High likelihood of large, later period archaeological sites and burials. Very close to some of Wisconsin’s flagship (prime archaeological) sites.• Dual use of I 39/90 and US 12 not supported by FHWA• Agricultural disruption and secondary development due to STH 59 modifications• Possible secondary and cumulative impacts to Cambridge• Pressure for rural housing development accelerates without growth restrictions/protections
4	Jefferson County N	<ul style="list-style-type: none">• Uses existing route most of the way• Provides alternative routes for US 12 traffic from south to access Fort Atkinson and provides additional bypass route for STH 106 regional traffic• Expected to carry 65% regional traffic• Expected 10% to 40% reduction in future traffic volumes for Madison Street, Main Street, Robert Street and Whitewater Avenue• Fewer farm severances than Alternative 5• Jefferson County N already has high traffic volumes	<ul style="list-style-type: none">• Long length• 3 new bridges• High farm impacts• High wetland impacts• Impacts to 35 homes• High estimated construction cost• Interchanges at CTH M, STH 106 and tie into US 12 near Whitewater, other crossroads grade separated or truncated.• Not publicly supported by any group• Unknown archaeological resources• Possible secondary and cumulative impacts to Cambridge
5	Near East Bypass	<ul style="list-style-type: none">• Similar to Alternative 4, provides alternative routes for US 12 traffic from south to access Fort Atkinson and provides additional bypass route for STH 106 regional traffic• Closer to Fort Atkinson than Alternative 4,• Expected to carry about 60% regional traffic• Effective in reducing downtown congestion. 10% to 40% reduction in future traffic volumes for Madison Street, Main Street, Robert Street and Whitewater Avenue.• Provides another North-South corridor to relieve Bus 26/Main Street serving 2030 east side land use growth• Would reduce traffic volumes on Jefferson Co. Hwy N	<ul style="list-style-type: none">• High wetland and habitat impacts• 4 new river crossings• Possible secondary and cumulative impacts to Cambridge• Impacts to Rustic Road (Bark River Road).• Impacts to 35 homes• Highest estimated construction cost• New interchange at STH 106 and tie into US 12 near Whitewater, other crossroads grade separated or truncated.• Increased loss of farmland• Not publicly supported by any group• Significant public opposition• Impacts large amounts of flood plain• Impacts drain tiled agricultural fields• Impacts to prime agricultural soil• Not consistent with City, County or Town planned development patterns
6	Inner South Arterial (2-lane)	<ul style="list-style-type: none">• Estimated construction cost on low end of range• Decreased loss of farmland	<ul style="list-style-type: none">• Direct impacts to 19 homes• Slower speed required due to adjacent urban uses with future travel times estimated to be slightly slower than existing US 12 route through Fort Atkinson• High wetland impacts• Would require circuitous re-routing of US 12• Not expected to carry significant levels of regional traffic• Not publicly supported by any group• May still need to build a higher speed bypass around city in future

	Alternative	Benefits	Drawbacks
7	South Bypass	<ul style="list-style-type: none">• The alignment makes a direct connection to existing STH 26 interchange and alignments of 12 and 26• Other than existing US 12 route, shortest distance from US 12/STH 26 Interchange to Walworth county line• Consistent with Fort Atkinson’s adopted Master Plan• Expected to carry about 40% to 60% regional traffic• 10% to 30% reduction in traffic volumes on Madison Street, Main Street, Robert Street and Whitewater Avenue• City has not been approving any development in corridor, so land has remained relatively undeveloped• Commerce Parkway built to accommodate trucks and Bus. 26 can go through the business park.• Provides access to Fort Atkinson’s business park• Infilling could be progressive and encourage compact, contiguous development	<ul style="list-style-type: none">• Severs farms• Wetland impacts to extremely high quality fen, which receives protection in NR 103.• Impacts to Allen Creek• Habitat for several state listed plants and at least one listed animal• Possible secondary and cumulative impacts to Cambridge• Impacts 24 homes – bad!• Estimated construction cost on high end of range• Loss of farmland• May encourage urban sprawl• Short distance between interchanges• Loss of town tax base• High likelihood of arch sites and burial impacts• Big impact on our livelihood• Woodland, wetlands• May impact Town Park• Is not consistent with corridors 2020 plan. Does not recognize that “economic development cannot come at the expense of our environment or quality of life• An endangered fen in danger of destruction
7a	South Bypass/Wetland avoidance	<ul style="list-style-type: none">• Avoids most wetlands crossed by Alternative 7• Depending on alignment, traffic impacts/advantages may be similar to those under Alternative 7, needs further study to verify• Provides access to Business Park• Commerce Parkway built to accommodate trucks and Bus. 26 can go through the business park.• Expected to carry 70 to 80% regional traffic• 10 to 35% reduction in traffic volumes on Madison Street, Main Street and Whitewater Avenue.• Moving alignment off the existing roads would provide new limited access roadway• Addresses potential for major US12 through traffic increases• Better interchange at south WI 26 split than Alternative 7	<ul style="list-style-type: none">• Too far from City and may encourage sprawl• Severs a greater number of farms than Alternative 7• Town concerned with pushing out city’s southern growth boundaries• Loss of farmland• Possible secondary and cumulative impacts to Cambridge• Jurisdictional transfer of roadways issues with the Town• Disrupts Rustic Road 87, destroys rural character• Additional (non-wetland) environmental impacts• Lengthy route, large loss of town tax base• Highway would split town in half• Old landfill/contaminated groundwater concerns• 1800’s cemetery in vicinity of new alignment• Forest fragmentation – to manage forest land• Highway may avoid wetland damage, subsequent development will not• Crosses Allen Creek• Will take out all the woodland on south side of Creamery Rd.• 750 cow operations served with interchange (1000 acre Ops); 100 cows operation served with roadway (168 acres)
9	Star School Road	<ul style="list-style-type: none">• Uses existing route• Traffic impacts/advantages expected to be similar to those under Alternative 7• Decreased loss of farmland	<ul style="list-style-type: none">• Town does not want to do jurisdictional transfer• High wetland impacts• High farm impacts• Not publicly supported by any group
2d	City designated Truck Route along Rockwell Avenue	<ul style="list-style-type: none">• Uses existing roads on a portion• Removes trucks from Main Street	<ul style="list-style-type: none">• Cannot limit semi-truck use on US 12 through town per state and federal laws• Decision to make truck route designation on a city street will be under control of the city and funded by the city.• WisDOT would not support a dual truck route• Not publicly supported by any group• Local/regional traffic mix issues not addressed• Impacts to athletic fields, young pedestrians• Removes parking• Event congestion

	Alternative	Benefits	Drawbacks
2c	West side Rerouting (Reena Avenue extended to Rockwell or Highland Avenues) (City implements).	<ul style="list-style-type: none">• Would provide an additional river crossing and would serve planned development areas in Fort Atkinson• Would provide additional “gateway” to Business 26 industrial/employment corridor• Estimated 20% reduction in traffic volumes on Madison and Robert Streets• Provides an alternate route for the growing high school and northwest side commercial areas that could be linked to the south side residential area.• Provides a new truck route to south side industrial park, reducing truck traffic on Robert and Main Streets.• Removes some “local” trips from the STH 26 corridor.• Minimal number of property owners.• Provides third bridge with state funding• Improved traffic flow between west to south sides of city	<ul style="list-style-type: none">• High wetland impacts• Historic property and archaeological impacts (Jones Dairy Farm and a village site)• Section 4(f) impacts• Minimal improvements to traffic volumes on Main Street and Whitewater Avenue• Not publicly supported by any group• New bridge over the Rock River and a wetland• Local/regional traffic mix not addressed• Proximity to interchange
2f	Third Downtown Bridge	<ul style="list-style-type: none">• Estimated 20%-30% reduction in traffic volumes on Main Street, and a 15%-18% reduction on Robert Street• Provides a local network system link that has been recognized through earlier study by the city.• If it becomes US 12 route, state funding will be available• Takes traffic off of two existing downtown bridges	<ul style="list-style-type: none">• Minimal improvements to traffic volumes on Madison Street and Whitewater Avenue past the US 12 convergence/divergence points• Third bridge concept rejected by local referendum in 80's.• Feasibility questions remain unanswered such as land availability for bridge landings, connections to road system• Expect opposition by home-owners in corridors being considered (High Street and Merchant/Edwards) should this be proposed as an alternative for detailed study in the US 12 EIS• Local/Regional traffic mix not addressed• Local route development in hands of City• Bridge funding issues for City (if it is not a US 12 route)• Potential difficulty in finding a location for adding bridge downtown (potential locations not studied recently)• If it becomes US 12, there will be additional impacts to other city roads
2b	Robert/Main Street One-way pair	<ul style="list-style-type: none">• Improvement to traffic flow (capacity) by removing left turn conflicts.• No widening necessary• Minimal impact to agriculture/wetlands• Maintains Main Street parking with safer automobile access• Maintains parking on one side of Robert with potential bicycle lane• Preserves historic district buildings• Improved regional traffic flow on one-way roads• Sherman and Milwaukee need improvement, and could coordinate redesign to better circulate traffic in a one-way system• 89 will be part of Hwy 26 4-lane project by the time 12 is decided. (No additional traffic in city)	<ul style="list-style-type: none">• Increased traffic impact on parallel streets• Disruption of local circulation patterns, increased traffic with circuitous routing• Safety concerns on side roads with increased traffic• Impacts to Main Street business access and parking• Local/regional traffic mix not addressed (heavy trucks remain in city)• Highway 89 would be impacted, but impact may be reduced with STH 26 modifications and Hwy 89 becoming a county road• Faster through traffic• Impacts to historic houses and district• Six blocks away from two grade schools and the middle school (Do you want your kids trying to cross a 4-lane highway?)• Loss of trees (canopy); increase in noise and particulate deposition• Noise effects density• How many homes would be impacted by widening Whitewater Ave. to 4 lanes through residential area?• Bisects city. 186 – from Robert already impacting houses. One-way Robert makes things even worse• We just finished Madison Ave. – now you suggest making wider
2e	3 Lane Main Street TWLTL	<ul style="list-style-type: none">• Can keep parking	<ul style="list-style-type: none">• Reduction in travel speed to accommodate TWLTL• Few mid-block left-turn requirements• Not publicly supported by any group• Local/Regional traffic mix not addressed• City may be interested in this design if there is a bypass built• Pedestrian safety impaired further• May require a bypass to be effective

	Alternative	Benefits	Drawbacks
8	Near South	<ul style="list-style-type: none">• Direct route• Short route• Makes use of the STH 106 interchange• Provides a third river crossing• 20% to 25% reduction in traffic volumes on Madison Avenue and Main Street• Could be reconfigured to reduce Rockwell Avenue impacts• Relieves traffic on Robert Street• New Rock River bridge would be funded by state• Less impact to agriculture/wetlands• Preserves historic district buildings	<ul style="list-style-type: none">• Would require a jurisdictional transfer and City not interested• The area around the STH 26/Rockwell Avenue intersection is an employment center and is quite congested• Elementary Schools in the vicinity• Senior Center and housing along Rockwell Avenue• Youth Center• Soccer Field• Many commercial and industrial impacts• Housing impacts• Requires construction of a bridge• Needs to be a higher speed facility in order to carry significant amount of regional traffic• Wetland impacts• Historic property impacts (Jones Dairy Farm)• With floodplain near river, need to look at future water levels
2a	Through-City minimal impact (LOS D)	<ul style="list-style-type: none">• Low cost• Some improvement in traffic flow• Minimal impact on housing, agriculture, wetlands• Uses existing corridors	<ul style="list-style-type: none">• Lose parking on Main Street• Regional/local trips not separated• Pedestrian problems not addressed

Appendix B: Agency Correspondence

The following list is sorted by agency. Attached letters are presented in the same order.

DATE	TO	FROM	SUBJECT	Type of Communication
7/24/03	WisDOT	<i>US Army Corps of Engineers</i>	Concurrence on Purpose & Need	E-mail
11/20/03	WisDOT	<i>US Army Corps of Engineers</i>	Concurrence on Alternatives to be carried forward	E-mail with attached letter
05/03/05	<i>US Army Corps of Engineers</i>	FHWA	Cooperating Agency Request	Letter
7/27/03	FHWA	<i>US Environmental Protection Agency</i>	Concurrence on Purpose & Need	Letter
7/18/03	WisDOT	<i>US Environmental Protection Agency</i>	Clarification of Purpose & Need	E-mail
11/26/03	FHWA	<i>US Environmental Protection Agency</i>	Concurrence on Alternatives to be carried forward	Letter
03/08/04	HNTB	<i>US Environmental Protection Agency</i>	Concurrence on modifications to Alternative 7	E-mail
7/8/03	WisDOT	<i>US Fish & Wildlife Service</i>	Concurrence on Purpose & Need	Letter
8/21/03	<i>US Fish & Wildlife Service</i>	HNTB Corporation	Habitat concerns	Phone Memo
10/17/03	<i>US Fish & Wildlife Service</i>	HNTB Corporation	Alternatives to be carried forward for detailed study	Letter
11/21/03	WisDOT	<i>US Fish & Wildlife Service</i>	Concurrence on Alternatives to be carried forward	Letter
6/07/05	<i>Advisory Council on Historic Preservation</i>	FHWA	Notification of Project	Letter
3/27/03	<i>National Park Service</i>	WisDOT	WisDOT's request for concurrence	Letter
10/31/02	HNTB Corporation	<i>Wisconsin DNR</i>	Air Quality	E-mail
6/26/03	WisDOT	<i>Wisconsin DNR</i>	Purpose and Need	Letter
10/24/03	KL Engineering	<i>Wisconsin DNR</i>	Endangered Resources Review	Letter

1/29/03	HNTB Corporation	<i>Wisconsin DATCP</i>	Farmland issues	Letter
10/23/03	WisDOT	<i>Wisconsin DATCP</i>	Alternatives to be carried forward for detailed study	Letter
11/12/03	WisDOT	<i>Wisconsin DATCP</i>	Concurrence on Alternatives to be carried forward	Letter
07/01/04	WisDOT	<i>Wisconsin DATCP</i>	Agricultural Impacts	Letter
2/17/03	HNTB Corporation	<i>WisDOT, Bureau of Aeronautics</i>	Aeronautical concerns	Letter

Appendix C: Conceptual Stage Relocation Study

CONCEPTUAL STAGE RELOCATION PLAN
US 12 Fort Atkinson Draft Environmental Impact Statement

WisDOT Project ID 3575-09-01

Prepared by HNTB Corporation

For
WisDOT District 1

November 2004

Table of Contents

Purpose.....	1
Project description	1
Population characteristics	2
Neighborhood impacts	3
Divisive or disruptive effects	3
Estimated number and type of displacees	4
Residential Relocations	4
Comparable replacement housing survey	4
Available housing	5
Residential relocation cost estimate	6
Business and Farm Relocations	7
Business/farm relocation cost estimate	8
Relocation Assistance Information.....	9

CONCEPTUAL STAGE RELOCATION PLAN US 12 Fort Atkinson Draft Environmental Impact Statement

WisDOT Project ID 3575-09-01

Purpose

This Conceptual Stage Relocation Plan constitutes an estimation of relocations relative to the alternative alignments studied in the US 12 Fort Atkinson Draft Environmental Impact Statement (DEIS). In the DEIS, alternatives were developed to address identified safety and congestion problems with US 12 in the Fort Atkinson area of Jefferson County, Wisconsin. It is required that when a proposed alternate route involves the displacement of people, farms, businesses and/or non-profit organizations, an assessment of all potential relocations, in the form of an estimate, is necessary prior to approval of a final location. This plan is written in the form of an estimate to determine the following information:

- The approximate number of individuals, families, businesses, farms and non-profit organizations that would be relocated by each alternative project.
- The probable availability of decent, safe and sanitary replacement housing within the financial means of the individuals affected by each alternative project.
- The probable availability of bare land sites, options, and replacement units for the farms and businesses affected by each alternative project.
- An estimate of the total relocation assistance costs.

Project description

This project purpose is to address needed improvements to US 12 in the Fort Atkinson area. The following alternatives were considered by WisDOT during the environmental impact study.

Table 1: Broad Range of Alternatives Considered

Alternative	Brief Description
1	No Action
1b	TSM Alternative
2	Widen roadway to bring it up to Connector Route standards while providing a LOS C, consistent with Corridors 2020
2a	Through-city at LOS D
2b	<i>Stay on the existing route, changing it to a one-way pair using Robert and Main Streets</i>
3	<i>Utilize Rock County N from Whitewater Bypass to WIS 26 to US 12 north of Fort Atkinson</i>
3a	Utilize Rock County N from the Whitewater Bypass to I-39
4	East bypass using Jefferson County N alignment
5	Near east bypass on new right-of-way
6	Near south arterial (2-lane)
7	<i>South bypass on new right-of-way</i>
7a	<i>South bypass on new right-of-way and avoiding wetlands</i>
8	Extension of Rockwell Avenue, west to the WIS 106 interchange
	Star School Road alignment
	Truck route along Rockwell Avenue
	West side rerouting (Reena Avenue extended to Rockwell or Highland Avenues)
	Third downtown bridge (Merchant/Edwards and High Street Alignments)
	Three Lane Main Street two-way left turn lane (TWLTL)

In addition to the “No Action” and “Transportation System Management” Alternatives, Alternatives 2b, 3, 7 and 7a were retained for detailed study in the EIS. This Plan addresses these four remaining build alternatives. The No Action and TSM alternatives would remain on current right-of-way and would not involve the displacement of residences, businesses or farms.

Population characteristics

According to the 2000 Census data, the total population in of the Town of Koshkonong and the City of Fort Atkinson is approximately 15,016. No more than 10% of the total population of the communities in the project area is categorized as ethnic or racial minority groups. The Town of Lima has about 8% minorities; Rock County has about 9%. Jefferson County and the City of Fort Atkinson have 4% and the Towns of Koshkonong and Milton have about 2%. Less than 20% of the population of Jefferson County is 65 years of age or older. Minority or elderly populations for the counties, towns or the city do not appear to require special consideration or additional advisory personnel. Census data (2000) show that the average housing unit in the Town of Koshkonong was occupied by 2.45 persons per owner occupied unit and 2.24 persons per renter occupied unit*.

Due to the precursory nature of a Conceptual Stage Relocation Plan Study, detailed information relating to family characteristics was not gathered.

Table 2: Populations, Households and Families (number)

Community/neighborhood name	Community population	Households	Families
Fort Atkinson, Wisconsin	11,621	4,760	3,070
Town of Koshkonong, Wisconsin	3,395	1,249	965
Jefferson County, Wisconsin	74,021	28,205	19,894
Town of Milton	2,844	1,061	813
Town of Lima	1,312	472	367
Rock County, Wisconsin	152,307	58,617	40,403

Source: 2000 Census

Table 3: Populations by Age (percent)

Community/neighborhood name	0-17	18-24	25-34	35-44	45-54	55-64	65+
Fort Atkinson, Wisconsin	24.2	8.6	14.4	16.4	13.5	8.3	14.5
Town of Koshkonong, Wisconsin	25.3	6.5	9.8	18.0	18.1	11.3	11.1
Jefferson County, Wisconsin	25.2	8.5	13.6	16.8	14.1	9.2	12.6
Town of Milton	26.3	7.1	10.5	19.3	18.0	10.1	8.8
Town of Lima	25.9	7.3	11.7	18.1	15.3	10.4	11.2
Rock County, Wisconsin	26.5	8.6	13.5	16.3	13.6	8.8	12.7

Source: 2000 Census

Table 4: Populations by Race (number)

Community/neighborhood name	White Alone	Black Alone	American Indian Alone	Asian Alone	Pacific Islander Alone	Other Race Alone	Two or more races
Fort Atkinson, Wisconsin	11,167	40	34	70	1	217	92
Town of Koshkonong, Wisconsin	3,324	1	10	6	0	18	36
Jefferson County, Wisconsin	71,309	210	249	333	14	1,220	686
Town of Milton	2,789	5	5	9	0	12	24
Town of Lima	1,212	7	3	0	4	60	26
Rock County, Wisconsin	138,610	7,048	422	1,191	61	2,691	2,284

Source: 2000 Census

Neighborhood impacts

The potential relocations associated with the proposed US 12 Fort Atkinson Environmental Impact Statement are all located in rural areas. There is a ready supply of housing both for purchase and rent in the Jefferson, Walworth and Rock County areas. Due to the rural nature of the area being impacted, it is not anticipated that there would be any divisive impact on the nearby neighborhoods and communities providing replacement housing.

On Alternative 2b, 7 and 7a, the impact to the mobile home park, consists of 14 mobile homes and 1 single family residence, may create an uneconomic remainder for the mobilehome park owner. The park is currently a nonconforming land use. The well and septic system for the remaining mobile homes is outside of the study area for these alternatives would be able to remain. The mobile home park owner lives in one of the mobile homes. However, if the appraisal would determine that the owner is left with an uneconomic park there may be a business and additional residential displacements may be required.

Divisive or disruptive effects

Relocations are necessary with each of the four build alternatives as summarized in Table 5. The primary impact would be the relocation of families displaced from the acquired dwellings. Preliminary indications are that there should be an adequate supply of available housing in the project area.

Several farming operations would be affected by the various alternatives. See Figure 1 at the end of this report, which demonstrates how the affected farms would be crossed by the bypass alternatives 7 and 7a.

On Alternatives 2b and 7, residences associated with dairy farm operations would need to be acquired. In order to minimize the disruptive effect, replacement assistance would consider construction of new residences on the remainder land near the farm buildings.

Alternative 7a disrupts three farm operations. Pond Hill Dairy LLC, covering approximately 373 acres, has buildings and residences sited in three different locations. Alternative 7a would sever the buildings from each other as well as from remaining tillable acreage. It is our understanding that the operation's residence on Groeler Road is occupied by the farm manager and the farm buildings there are used for housing dry cows. The residence and buildings would be acquired with Alternative 7a. Where this acquisition does not appear to put the farm operation out of business, it would disrupt access to the property. It would also have to be determined how to reestablish the acquired residence and farm buildings elsewhere on the farm property. They would be eligible for non-residential moving benefits, but not a replacement business payment, unless it is shown that the acquisition of the Groeler Road portion of the farm operation, along with the severance to the property, materially impacts the entire operation.

Alternative 7a severs the Hartwig farm residence and farm buildings on McIntyre Road from their remaining tillable acreage.

On the Dettman farm, located near the southwest Fort Atkinson WIS 26 interchange, the residence and farm building would be acquired. This may put the farm out of business. It does not appear that this is a dairy operation, which would require the residence to be on-site. There is sufficient housing in the area for the relocation of the residence. The owner would have the option to replace the farm buildings to be acquired on the remainder of the land.

Estimated number and type of displacees

Table 5 shows the number of residential, business and farm relocations for each Alternative.

Table 5: Estimated Number and Type of Displacees

Alternative	Number of Residential Relocations	Number of Business Relocations	Number of Farm Relocations
2b	41	4	1
3	14	2	1
7	32	1	1
7a	25	1	3

Residential Relocations

Table 6 shows the characteristics of the residential displacements for each alternative.

Table 6: Household Characteristics of Residential Displacements

Household Characteristic	Alternative 2b	Alternative 3	Alternative 7	Alternative 7a
	Number of Households			
<i>By Ownership</i>				
Owner-occupied	23	12	26	19
Tenant-occupied	18	2	6	6
<i>By number of bedrooms</i>				
1 bedroom	6	0	1	0
2 bedrooms	9	1	2	3
3 bedrooms	23	10	23	5
4 or more bedrooms	3	3	5	10
<i>By type and price range*</i>				
Single-family – Owner Occupied				
\$ 50,000 - \$ 99,999	2	1	3	0
\$ 100,000 - \$149,999	4	5	8	8
\$ 150,000 - \$199,999	9	4	9	5
\$ 200,000 - \$249,999	3	1	0	1
\$ 250,000 - \$299,999	0	0	0	0
\$ 300,000+	0	1	1	0
Mobile Home - Owner Occupied				
\$ 5,000 - \$ 9,999	2	0	2	2
\$ 10,000 - \$15,999	1	0	1	1
\$ 15,000 - \$19,999	1	0	1	1
\$ 20,000 - \$24,999	0	0	0	0
\$ 25,000 - \$29,999	1	0	1	1
\$ 30,000 +	0	0	0	0

*"Price", listed above, is based on the 80% of the assessed value obtained by examination of Town's assessment records. This value is slightly higher than the equalized value for 2003, but review of sales data indicated that the average sale to tax assess value was closer to 80%. These numbers only reflect an estimated value for the land and improvement. WisDOT would employ or hire a qualified appraiser who would inspect the properties and provide a fair market valuation. Rents for acquired units run slightly lower to equal to the market rents at the time of acquisition. The current market rents advertised in the newspapers are listed in the following section.

Comparable replacement housing survey

A drive-by field inspection of the displacements was made during the summer of 2004. A survey of comparable replacement housing was made during the month of September 2004. The purpose of the survey was to estimate the availability of replacement housing for displacees

resulting from the proposed project alternatives. The survey consisted of an investigation of the following sources:

- United States Census Bureau
- Jefferson and Rock County Assessment Information
- The Jefferson Daily Union and Milton Courier newspapers
- Multiple Listing Services
- Local government officials
- Information from the public hearings and owners
- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources

The data indicates that there should be a sufficient supply of single family homes available for purchase. A limited amount of single family rental units, mobile homes sites or mobile homes for sale was found, but should be adequate for the displacees. The project needs to provide adequate time for new construction for the replacement of the residences associated with active dairy farm operations on Alternatives 2b, 3 and 7. On Alternative 2b, the replacement option for the Community Based Residential Facility would need to be new construction or remodeling of an existing facility and requires special permits for the replacement of the CBRF. As long as new construction is included as a replacement option, there appears to be an adequate amount of replacement options to provide relocation alternatives within a 24 to 30 month period for the types of families/households, businesses, and farms that would be displaced by the proposed project.

Available housing

Table 7 shows the characteristics of the available comparable housing:

Table 7: Available Comparable Housing in Study Area

Household Characteristic	Number of Comparable Households Available
<i>By Location</i>	
City of Fort Atkinson	56
Town of Koshkonong	14
Town of Lima	10
Town of Milton	36
<i>By number of bedrooms</i>	
1 bedroom	1
2 bedrooms	21
3 bedrooms	53
4 or more bedrooms	41
<i>By type and price range</i>	
Single-family – For sale	
\$ 50,000 - \$ 99,999	8
\$ 100,000 - \$149,999	42
\$ 150,000 - \$199,999	31
\$ 200,000 - \$249,999	14
\$ 250,000 - \$299,999	10
\$ 300,000+	11
Mobile Home - Owner Occupied	
\$ 5,000 - \$ 9,999	0
\$ 10,000 - \$15,999	0
\$ 15,000 - \$19,999	0
\$ 20,000 - \$24,999	2
\$ 25,000 - \$29,999	2
\$ 30,000 +	4
Single-family/Mobile Home for rent	
\$ 600- \$699	1
\$ 700- \$799	3
\$ 800- \$899	5
\$ 900- \$999	0
\$ 1000+	1
Multi-family/Mixed	
\$400-\$499	3
\$500-\$599	7
\$600-\$699	7
\$700-\$799	2
\$800+	1
Duplexes	
\$ 500- \$599	3
\$ 600- \$699	3
\$ 700- \$799	2
\$ 800- \$899	0
\$ 900- \$999	0
\$ 1000+	0

Residential relocation cost estimate

For plan purposes, the majority of the replacement payments were estimated using the State of Wisconsin's maximum of \$25,000 for owner-occupied residences and \$8,000 for tenant-occupied residences. Included in the estimate is an added 15% for the additional potential costs for last resort housing that may be required due to the age and size of the existing homes and the lower income of some of the residential occupants. New construction costs for the replacement of the residences associated with the dairy operations. The estimate also includes an estimated moving expense for residences, closing costs and interest differential. It is likely that most of the homeowners have refinanced or obtained their mortgages over the last several

years under the current low rates. It is difficult to predict what interest rates will be at the time of the project, but it is unlikely that the rate would continue at its present low level up to the time the right-of-way is acquired for the project. Table 8 shows the amount estimated for costs to relocate based on 2003 data.

Please Note: The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) currently has rule changes pending which may increase this estimate. Their approval is expected by the end of 2004 or in 2005.

Table 8: Anticipated Residential Relocation Costs

Alternative	Number of Residential Relocations (units)	Total Residential Relocation Cost*
2b	33	\$1,294,000
3	16	\$521,000
7	32	\$1,263,000
7a	25	\$ 891,000

A licensed Community Based Residential Facility (CBRF) is located at N1366 US 12, within the study corridor of Alternative 2b. Records indicate that the CBRF is licensed for up to 6 disabled individuals. The preferred replacement option would be to relocate the individuals to the replacement owner's replacement facility. Project scheduling should take into consideration the time it would take this business to obtain necessary approvals for zoning, required permits, as well as for the purchase and modification of replacement property or new construction that may be required to replace the CBRF. If the CBRF owner would decide to discontinue its business operation, the tenant occupants may need additional relocation assistance service to assist them in finding similar licensed housing.

No problems are foreseen in providing any of these individuals or families with relocation options. Should special relocation advisory services be required for the occupants of the CBRF or an unusual problem arises, WisDOT would have relocation personnel provide the necessary services.

Business and Farm Relocations

Farms and businesses are more difficult to relocate than residences. Finding available comparable farm/commercial properties for the following businesses/farms would be difficult and new construction may be the only option.

Alternative 7a - Pond Hill Dairy LLC

Pond Hill Dairy currently has approximately 700 cows, 500 heifers and employs approximately 12 individuals. The alignment of Alternative 7a would require the acquisition of a residence and farm facilities on its north farm on Groeler Road. The required farm house is currently occupied by its manager. Typically, it would need to replace the residence as part of the farm operation and the manager would relocate there. Moving expenses would either be part of the farm moving costs or a direct payment to the manager. The acquisition of this residence and farm buildings and severance of the property should not put the farm operation out of business. They would have sufficient acreage to choose to construct replacement structures on its remainder land or modify the other existing residences or farm structures located on their property. If the residence is not replaced and/or the cost charged by Pond Hill Farms at the new location, the manager would be eligible for a replacement housing payment.

Alternative 2b - Cedar Hill CBRF LLC

A replacement location would need to be remodeled or built to meet the requirements of the

CBRF and be located sufficient distance from other comparable facilities to obtain the necessary zoning permits. The project would need to provide sufficient time for the zoning approval, new construction or modification of an existing parcel for the CBRF. Replacement of the facility is the best relocation option for the current occupants. If the owner chooses not to replace the facility, additional time would be required to find suitable replacement locations for its handicapped tenant occupants.

As long there is sufficient time for new construction and obtaining of required permits, it is not anticipated that there would be any unusual requirements for any of the businesses or farms that would prevent their successful relocation. There are currently several farm operations and restaurants listed for sale in the surrounding area. There is replacement commercial space for sale and for rent in the area suitable for the ones to be displaced. This project is not planned for several years, the steady growth of the area will continue to provide additional replacement options for the commercial space, and the same growth may make finding comparable replacement farms more difficult as the current farms are converted to other land uses.

Table 9: Business and Farm Relocations

Alternative	Number of Relocations	Business or Farm	Estimated Relocation Costs*
2b	4	Saxes Restaurant Cedar Hill CBRF, LLC (Community Based Residential Facility (CBRF)) Baker Glass, LLC Rural Insurance Office 1 farm	\$515,000
3	4	Animal Medical Center (Veterinarian Office) Kari's Sewing Country Sew Unique 2 dairy farms	\$437,000
7	2	Saxes Restaurant 1 dairy farm	\$418,000
7a	3	Saxes Restaurant 1 farm and eligible non-residential unit associated with the structure being acquired from Pond Hill Dairy, LLC. The acquisition does not appear to put the farm out of business, therefore would not be eligible for a replacement business payment.	\$297,000

*This does not include the cost to acquire the real estate and improvements. The estimate includes the cost of relocation payment and other benefits. It also includes estimated costs for the moving of personal property from structures that do not appear to be residences, businesses or farms and the reestablishment benefit that the absentee owners may be eligible to receive.

Business/farm relocation cost estimate

For plan purposes, the majority of the replacement payments were estimated using the State of Wisconsin's maximum of \$50,000 for owner-occupied businesses/farms and \$30,000 for tenant-occupied business/farm displacements. Included in the estimates are estimated moving expense costs that may be associated with the businesses and farms. There is one farm operation that is severing the residence and farm buildings from the remaining land. An appraisal of the damages created by severance of the land may determine that the farm is uneconomical, creating an additional farm and residence displacement on Alternative 7a. At this time, the design plans to provide the farm access to the remaining acreage on the other side of the proposed alignment. On Alternatives 2b, 7, and 7a, there are residences associated with dairy operations that would be required. As discussed in the residential section above, this type of residence would need to be replaced on the farm site. Costs associated with the new construction have been included in the residential cost estimate. Table 9 shows the estimated cost to relocate businesses and farms, based on 2003 data.

Due to the precursory nature of a Conceptual Stage Relocation Plan Study, detailed information relating to business and farm characteristics was not gathered.

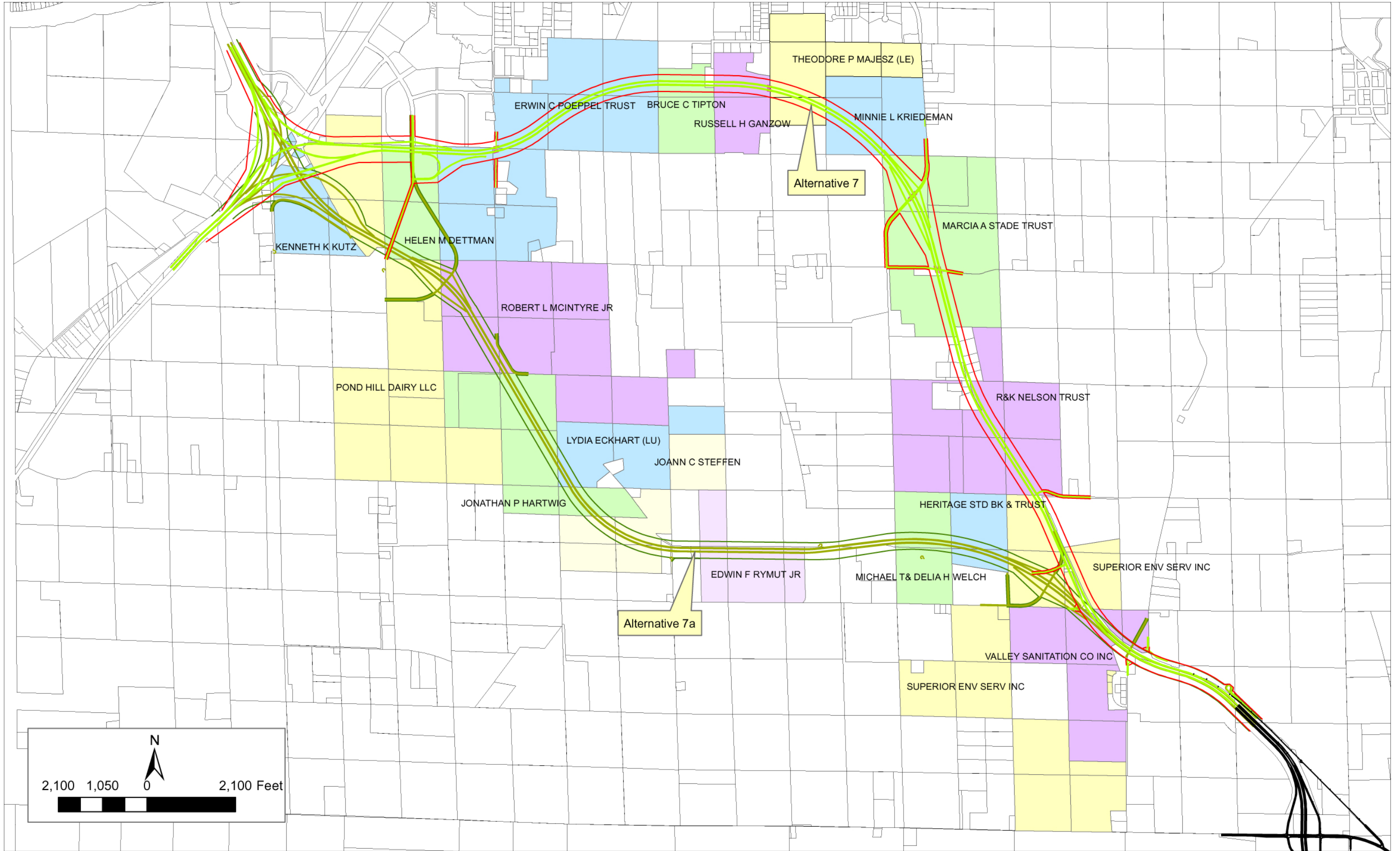
Relocation Assistance Information

Acquisitions and relocations resulting from the selected alternative would be in accordance with the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended”. Please note, as stated previously, the Uniform Act has rule changes pending which may be approved in late 2004 or 2005, which may have an impact on the estimates provided herein.

Eligible owner displacees who are persons forced to relocate from their residence, business, or farm would receive payment of “Just Compensation for Property Acquired”. They and eligible tenant displacees may be eligible for relocation assistance benefits which include relocation advisory services, reimbursement of moving expenses, replacement housing payments, down payment assistance, replacement business and farm payments, and business reestablishment expenses. Under Wisconsin State law, no person or business would be displaced unless a comparable replacement is provided to them.

Due to the precursory nature of a Conceptual Stage Relocation Plan, detailed information related to the characteristics of the occupants was not gathered. Prior to the acquisition of the properties for the selected alternative, WisDOT would employ or hire a relocation specialist who would interview the occupants of the impacted parcels. The information from these interviews would be used to prepare the Relocation Assistance Acquisition Stage Plan, which would indicate the actual number of residences, businesses or farms to be displaced, the type of occupancy, any special needs that would be required, and the estimated relocation costs for the businesses and farms actually being displaced by the preferred alternative. There may be additional displacements and/or different occupancy that may be found, special services required and/or additional costs. This specialist would provide the information to the displacees regarding the relocation entitlements and provide relocation services as required to assist the displacees in relocating to a replacement site.

* * *



Source: Jefferson County, HNTB Corporation

Appendix D: Secondary and Cumulative Impacts Report

**SECONDARY AND CUMULATIVE IMPACTS REPORT
US 12 Fort Atkinson Draft Environmental Impact Statement**

WisDOT Project ID 3575-09-01

Prepared by
HNTB Corporation
for
WisDOT District 1
October 2004

TABLE OF CONTENTS

Introduction	1
Methodology and Study Area	1
Existing Land Use and Development Patterns	2
City of Fort Atkinson	3
Town of Koshkonong	4
Town of Lima	4
Town of Milton	4
Existing Land Use Planning and Regulation	4
Land Use Plans	4
Zoning	5
Other	5
Potential Secondary Impacts and Changes to Land Development Patterns	6
Alternative 2b	6
Alternative 3	7
Alternatives 7 and 7a	8
Potential Cumulative Impacts	10
Alternatives 2b, 3, 7 and 7a	10
Alternatives 7 and 7a	11
Role of Local Land Use Plans and Zoning in Managing Potential Indirect Impacts	11
Tools to Manage Land Development	12
Activities That Can Mitigate Induced Development	14
Planning Measures	14
Design Measures	14
Access Control Measures	14
Financial Measures	15

SECONDARY AND CUMULATIVE IMPACTS REPORT US 12 Fort Atkinson Draft Environmental Impact Statement

WisDOT Project ID 3575-09-01

Introduction

Transportation facilities can shape land development patterns by way of their location and capacity, the travel patterns they create, and the influence of new traffic control devices and access management.¹ Roadway capacity may influence development because improved traffic flow can result in increased use of the facility. New travel patterns may affect the desirability to develop adjacent lands. New traffic control devices and access management may also influence development on adjacent lands based on increased safety and desirability of the area. Generally, the more access control there is, the more likely development will only occur in the area of the access points.

The following study was completed as a part of the US 12 Fort Atkinson Draft Environmental Impact Statement (DEIS) during the spring of 2004. Secondary/indirect and cumulative impacts are reported here to satisfy the requirement of the National Environmental Policy Act (NEPA) to study the impacts of all federal projects.

Methodology and Study Area

The study area for the secondary and cumulative impact analysis is that geographic area that could potentially experience indirect or cumulative impacts as a result of the proposed transportation project alternatives. The study area included the City of Fort Atkinson and adjacent areas of the Town of Koshkonong, Town of Milton and Town of Lima. See Figure 1 at the end of this report for a map of the study area. A map of the project alternatives is shown in

To address the relationship between new transportation facilities and land development patterns, an indirect impact analysis was conducted for the US 12 DEIS. The study evaluated existing development patterns and analyzed potential induced changes to land use and development that may result from decisions made about the proposed transportation system. The study considered both secondary and cumulative impacts for the proposed roadway alignments 2B, 3, 7 and 7A. In addition, existing local plans and zoning were reviewed.

The community officials listed in Table 1 were consulted to collect information about expected local development patterns and to gather their expert opinions about the potential for secondary impacts to their specific communities. As indicated in Table 1, meetings were held with the City of Fort Atkinson, Town of Koshkonong, Town of Lima, Rock County and Town of Milton. These meetings were conducted during April and May of 2004. Officials from the affected communities were asked to determine the areas within their communities where potential induced change would be most likely. For the most part, officials indicated areas adjacent to the proposed transportation alignments were most susceptible to induced development.

¹ Transportation Planning Resource Guide. Wisconsin Department of Transportation, Division of Transportation Investment Management, Bureau of Planning. March 2001

Table 1: Expert Evaluation Meetings

Meeting Date	Municipality	Name	Title
04/08/2004	City of Fort Atkinson	Dianne Hrobsky	Executive Vice President, Fort Atkinson Area Chamber of Commerce
		John Wilmet	Manager, City of Fort Atkinson
		Jeff Woods	Engineer, City of Fort Atkinson
		Dennis Heling	Jefferson County Economic Development Corporation
		Chuck Frandson	Citizen, US 12 Fort Atkinson Advisory Committee Member
		Sheldon Mielke	Executive Director, Fort Atkinson Industrial Development Corporation
04/14/2004	Town of Koshkonong	Paul Swart	Town of Koshkonong, Chairperson
04/21/2004	Town of Lima	David Kyle	Town of Lima Chairperson
05/03/2004	Rock County	Phil Blazkowski	Rock County Planner
05/03/2004	Town of Milton	Leonard Stalker	Milton Town Board
		John Meland	Milton Town Board
		Gerald Fredrick	Milton Town Board
		Harold Traynor	Town Chairperson
		Nate Bruce	Mayor, City of Milton
		10 Residents	Town of Milton Public

Existing Land Use and Development Patterns

The existing land use and development patterns for each community within the study area were analyzed to determine if the proposed transportation project may influence growth and development.

According to the State of Wisconsin Department of Administration population forecasts, the study area is experiencing population growth as shown in Table 2. The population for Jefferson County is expected to increase by 21% between 2000 and 2025. This is a slightly higher pace than the State of Wisconsin as a whole, which is expected to increase by 17% for the same time period. The populations for the City of Fort Atkinson and the Town of Koshkonong are expected to increase by 22% and 25% respectively from 2000 to 2025, which is a slightly higher rate of population growth than Jefferson County.

Although Rock County will experience population growth between 2000 and 2025, it will be at a slower rate than the state as a whole. The Town of Milton is expected to increase by 31% between 2000 and 2025, which is a higher rate than Rock County. On the other hand, the Town of Lima is expected to increase by 9%, which is expected to increase at a slower rate than Rock County.

Table 2: Population Projections

Community	Census	Projections					Percent Change
	2000	2005	2010	2015	2020	2025	2000 to 2025
City of Fort Atkinson	11,621	12,151	12,656	13,143	13,646	14,155	22%
Town of Koshkonong	3,395	3,570	3,743	3,911	4,083	4,257	25%
Jefferson County	75,767	79,030	82,161	85,178	88,302	91,464	21%
Town of Lima	1,312	1,336	1,359	1,383	1,407	1,431	9%
Town of Milton	2,844	3,024	3,200	3,380	3,557	3,735	31%
Rock County	152,307	156,691	160,911	165,354	169,648	174,018	14%
State of Wisconsin	5,363,715	5,563,896	5,751,470	5,931,386	6,110,878	6,274,867	17%

Source: State of Wisconsin, Department of Administration

City of Fort Atkinson

The City of Fort Atkinson is currently experiencing some residential development pressure on the western fringes near WIS 26. Some residential growth is occurring to the south, but it is primarily located in the Town of Koshkonong. Residential development is limited on the eastern side of the community due to large environmental corridors. Community officials mentioned that the housing supply is lagging behind the demand, making it difficult to provide housing for those employed in the community.

The City of Fort Atkinson is interested in expanding its industrial base. In 2000, the City annexed and developed land on the southwest side of the city for a business park. As of 2004, three new businesses have opened, two businesses have options to buy land and one has acquired land. The city has right of refusal on an additional adjacent 80 acres of industrial land to the southeast. Furthermore, the city's land use plan shows planned industrial development in the northwest quadrant of the city to the south of US 12 and west of the WIS 26 bypass. Also, the land use plan shows conversion of commercial properties to industrial along Business 26 in the southwest quadrant of the city. The existing and planned industrial land is expected to serve the community's industrial development needs for the next 15 to 25 years.

Fort Atkinson has two major commercial areas. One area is on the northwest side of town at the crossroads of US 12 and the WIS 26 bypass. This area primarily serves highway-orientated retail establishments and contains vacant commercially zoned land. The second area, downtown, contains a mixture of retail goods and services and is the community's commercial hub. According to city officials and the Chamber of Commerce, the downtown serves local customers as well as destination shoppers. Local customers generally shop at the central business district for frequently used goods and services and live within close proximity to the shopping area. Destination shoppers may or may not live close to the central business district, but come to the area to patronize specialty items or services that aren't found elsewhere. At the meeting, city officials stated that new commercial development is occurring along the river walk and new downtown residential development is planned. Also, a trailhead for a regional bike trail is proposed for downtown Fort Atkinson. The community feels this amenity will not only draw new residents to the area, but will also attract more tourists and destination shoppers.

Town of Koshkonong

The Town of Koshkonong is largely rural and agricultural. There are some large dairy operations as well as numerous smaller farms. Along US 12 between Whitewater and Fort Atkinson, there are small pockets of residential homes, with direct access to the highway including areas near Smiley Lane. These small subdivisions increase in number as you travel north and into the fringes of Fort Atkinson. Other rural residential uses can be seen along Creamery and McIntyre Roads and CTH K. The southwest Fort Atkinson interchange for WIS 26/Janesville Avenue also has a small number of minor residential subdivisions along Garvert Lane and Old Highway 26.

According to the Town, it is experiencing rural residential development pressure for larger lot subdivisions on individual septic systems and wells primarily in the fringe areas of the City of Fort Atkinson. According to the town official, the Town has on average developed 35 to 50 homes per year over the past five years. Most residential development is occurring immediately south of the City of Fort Atkinson.

The Town has little commercial development except that associated with agricultural operations. Along US 12, at Twinkling Star Road is a restaurant/tavern.

Within the study area, there are large expanses of wetland complex associated with Allen Creek. A substantial amount of these wetlands have never been drained or farmed.

Town of Lima

Existing land use in the northern third of the Town of Lima is almost exclusively agricultural and rural residential. Some limited residential development pressure is occurring south of the study area, but not along CTH N where the Alternative 3 is proposed. There is a mobilehome park located at the eastern end of the study area off CTH N. Any commercial uses along CTH N are essentially home occupations. There is one veterinary clinic.

Open space areas exist in association with Lima Marsh, a DNR managed wetland that crosses CTH N.

The Town of Lima is an agricultural community and is likely to stay agricultural in the future according to community officials and the Town's land use plan. Agricultural operations range in size from hobby farms to large farming and operations.

Town of Milton

Like Lima, the Town of Milton is primarily an agricultural community and contains little development. Commercial uses within the study area are limited to a tavern and a campground and possibly some home occupations.

The Town is experiencing some residential and commercial development pressure; however, it is focused near the City of Milton and not along CTH N.

Existing Land Use Planning and Regulation

The communities within the secondary and cumulative impact study area all have some level of land use planning and regulation.

Land Use Plans

The following is a list of plans that guide land use decisions for the study area:

- *Fort Atkinson Master Plan Update, September, 1997*

- *Town of Koshkonong Land Use Plan*, 1996
- *Town of Lima General Development Guide*, July 1979
- *Town of Milton Land Use, Transportation and Farmland Preservation Plan*, November 2000
- *Jefferson County Agricultural Preservation and Land Use Plan*, October 1999

Figure 3 shows a composite of the land use plan maps in the study area.

Fort Atkinson

The City of Fort Atkinson is discussing the need to update their 1997 Master Plan to bring it into compliance with Wisconsin's Smart Growth Law (Sec. 66.1001, Wis. Stats.) Their current plans indicate a bypass that could serve their industrial park. Their plan contains recommendations to beautify Main Street (US 12) in their downtown and make it more pedestrian friendly.

Town of Koshkonong

At the meeting the town official stated that the Town of Koshkonong has some agricultural businesses including large cattle and dairy operations and crop producers that it would like to protect from secondary impacts associated with a bypass project, such as commercial development pressure around interchanges.

The Town has recently drafted a park and recreation plan with Jefferson County that includes a recreational bike path and a new park. Townspeople have expressed concern about the impacts to their recreation resources. They expressed concerns about potential noise impacts to a recently dedicated park, just north of Alternative 7.

The Town has little planned commercial development. Development in the study area is planned to be rural residential and currently is not within the urban service area.

Town of Lima

The Town's current plan (A General Development Guide for Lima Township) was prepared by Rock County and is dated 1979. The Town recognizes the need to update their land use plan and designate some areas for residential growth to increase tax base. However, no locations for new development have been chosen at this time.

Town of Milton

The Milton Land Use, Transportation and Farmland Preservation Plans were adopted in 2000. The town recognizes the need to update their comprehensive plan to address new development pressures; however, no specific timeline has been determined.

Zoning

The City of Fort Atkinson has a zoning ordinance that regulates development in the city limits. The Towns of Lima and Milton have zoning ordinances that are consistent with Rock County zoning. Both towns use Rock County's model zoning ordinance and have agricultural preservation zoning districts and environmentally sensitive lands zoned appropriately. The Town of Koshkonong is regulated by the Jefferson County zoning ordinance, which identifies agricultural preservation lands and rural residential lands. See Figure 3 showing a composite map of the land use plans for the study area.

Other

The *Jefferson County Agricultural Preservation and Land Use Plan* approved the use of urban service areas to encourage new development where sanitary sewer and other municipal

services are available. The City of Fort Atkinson has established an urban service boundary as shown in Figure 4 and Figure 5.

Potential Secondary Impacts and Changes to Land Development Patterns

This section describes potential secondary impacts and changes to land development patterns that may occur as a result of the transportation alternatives. This section describes the results of the interviews conducted as explained in the methodology. All relevant land uses that may be affected are discussed for each alternative.

Alternative 2b

Alignment 2b is the through-city alternative that includes improvements to existing US 12. A one-way pair through downtown is proposed to carry local and regional traffic.

Residential, Commercial and Industrial

Downtown Fort Atkinson contains a mixture of uses including business, civic and recreational uses that serve the local population and destination visitors. Although downtowns are dependent on adequate traffic to support businesses, too much road congestion and truck traffic are often seen as a problem for businesses because it may deter potential customers from coming downtown. Representatives at the City of Fort Atkinson meeting believed the proposed one-way pair would encourage traffic to move through downtown at greater speeds because the lane widths would be wider. At the City of Fort Atkinson expert interview meeting, participants stated that for these reasons, Alternative 2b would be in conflict with their plans for the downtown, which is to create a pleasant, pedestrian friendly environment where people are encouraged to stop and spend time in the downtown area.

The City of Fort Atkinson also feels that Alternative 2b is in conflict with their plans for a regional bike trail that would bisect downtown Fort Atkinson. Representatives of Fort Atkinson believe the bike trail will increase the number of visitors to downtown. However, representatives at the meeting expressed concern that highway and truck traffic is impacting the quality and safety of their city and is in conflict with their plan to create a more attractive place for tourists and shoppers.

Fort Atkinson community representatives stated that Alternative 2b would impact the architecturally distinct and historic homes near downtown. Some concerns were raised regarding homes being torn down and that it may lead to a loss of historic character in the area.² Another concern was raised regarding the homes in this area that have minimal roadway setbacks and how continued highway traffic and trucks would impact the nature and quality of life in those neighborhoods.

With Alternative 2b, the Fort Atkinson business park plans would not be realized as they would not have a second access point to a bypass. The business park designed with 2 access points, one from Business 26, which is existing and one to the south to a planned bypass of Fort Atkinson. The non-bypass alternatives would all limit the business park to one access point. The Fort Atkinson Industrial Development Commission feels that a future easy connection to US 12 would make the business park more marketable.

² Note that no homes within the City of Fort Atkinson would be acquired/demolished as a direct impact of Alternative 2b, nor is it anticipated that as a result of the improvements any homes would be so indirectly impacted that the owners would choose to demolish them.

The Town of Koshkonong felt that Alternative 2b may be beneficial to its community if sufficient access is provided on the segment within the town. They believe that an improved US 12 along its existing route may benefit commercial businesses and residential development in the town by improving transportation efficiencies.

Alternative 2b does not involve any changes to CTH N in Rock County and it is not likely to induce land development pattern changes to the Towns of Lima and Milton. Traffic diversion to or from CTH N as a result of Alternative 2b is not expected to occur.

Alternative 3

Alternative 3 in Rock County proposes to upgrade CTH N to a limited access state roadway.

Residential, Commercial and Industrial

At the indirect impact community meetings, officials believed that Alternative 3 may induce some development along CTH N. Given the close proximity to Whitewater where existing development exists, pressure for new commercial, residential and industrial development may occur on the east end of the corridor. The west end of the corridor near WIS 26 is most likely to see increased pressure for isolated commercial development due to the intersection of two major roadways and easy access from the regional highway system. Development pressure for rural residential uses may occur throughout the corridor if efficiencies in travel were to increase from the upgraded roadway. It should be noted that in actuality the right of way would be wider not to increase the number of lanes or capacity, but to provide the standard width required of a US Highway. It is not expected that capacity would increase significantly along CTH with Alternative 3. In any case, commercial, industrial and residential development along this corridor would not be consistent with the county and town land use plans, which designate the CTH N corridor for agricultural uses.

From a regional perspective, Alternative 3 presents fewer economic development opportunities because there is so little planned or existing development to serve travelers. Conversely, the Jefferson County build alternatives are near the planned and existing development surrounding Fort Atkinson. They would provide better service to commuters and travelers. It can be expected that the pressure to develop near the access points of Alternatives 7 and 7a would be greater than along Alternative 3 simply because it will draw more traffic.

Agricultural

The Towns of Lima and Milton are primarily agricultural communities with limited development. Any factors that may induce other development types are a great concern to the local communities and Rock County representatives. Several impacts to agricultural businesses were discussed at the expert interview meetings with the Towns of Lima and Milton.

The size and shape of farms over the past 50 years have changed dramatically. Farms were once smaller operations on contiguous parcels. Today, farms are larger and located on dispersed parcels. Also, some farmers rent land from different property owners. This trend has increased the need for farm machinery to cross over and travel on local roadways to operate farms. Both the Town of Milton and the Town of Lima expressed concern that mixing fast moving highway traffic with slow moving farm machinery would create safety problems. Also, community officials expressed concern that CTH N would be lost as an agriculturally orientated corridor. This alternative is not projected to divert much traffic, so it would be similar to existing conditions. It may have improved shoulders, which could make it safer for farm machinery.

Other potential induced changes that were identified at the expert interview meetings included increased hauling and traveling time for farmers due to limitations on roadway access, division

of agricultural parcels and removal of driveways. Furthermore, community officials expressed concern that Alternative 3 may attract a large agricultural corporation given the proximity of the proposed alternative to the Interstate transportation system. Community officials felt that this type of operation may have additional implications on the environment and may compete with local farming businesses.

Recreation, Open Space and Natural Resources

No recreational plans will be impacted by Alternative 3.

Alternatives 7 and 7a

Alternatives 7 and 7a are the overland bypass alignments. Alternative 7 is the closest in proximity to existing development near Fort Atkinson and Alternative 7a is further south. Access for both alternatives will be limited to interchanges at US 12 and WIS 26 and Commerce Parkway (Robert L. Klement Business Park).

Residential

Both the City of Fort Atkinson and the Town of Koshkonong felt that Alternative 7 is too close to existing development and will be too restrictive because it will delineate a boundary that would contain residential growth north of the bypass. Even though this land is under the jurisdiction of the Town of Koshkonong, the City of Fort Atkinson, with a limited supply of vacant residential land, recognizes that future residential development if these lands is necessary to serve the local and regional demand for residential growth. Given their need to accommodate a growing population and increase the supply of residential development for those who work in the community, Alternative 7 would increase the likelihood of additional development breaking the bypass boundary and continuing south, with no clear boundary to contain it.

Both communities felt it was important to contain development north of a bypass to encourage compact and contiguous development. Urban service areas were developed during the *Jefferson County Agricultural Preservation and Land Use Plan* to encourage development where municipal services are provided or planned. The area in the Town of Koshkonong between the City of Fort Atkinson and the bypass will most likely continue to be developed as low density residential. Assuming the principles of urban services boundaries and developing on land contiguous to existing development are followed in the future, Alternative 7 would limit the extent of development to the south.

Residential development in this area is currently limited by large environmental corridors and wetlands. Furthermore, in an effort to discourage prime agricultural land from being subdivided into residential lots, Jefferson County zoning only allows residential development on existing agricultural land that is zoned rural residential. Residential development south of the City of Fort Atkinson is consistent with the *Jefferson County Agricultural Preservation and Land Use Plan*.

Although Alternative 7a may provide greater flexibility than Alternative 7 in terms of the location of future residential development, bypasses can form a boundary for development. Since this Alternative 7a places a bypass beyond planned development, it may stimulate pressure for residential development farther from existing development centers than planned. However, given the distance of Alternative 7a from existing development, it is more likely that the town's land use policies rather than the city's, will have a greater influence on how far south land is developed in the future. This will require the Town to address this future development pressure and develop policies related to the location of development in relation to the bypass.

Commercial

Alternatives 7 and 7a are not likely to cause indirect impacts to existing commercial development. Very few commercial businesses are present along the existing US 12 through the Town of Koshkonong and directing regional traffic away from Fort Atkinson's downtown is not likely to harm businesses there either. The majority of the businesses in the downtown serve the local population, destination shoppers and tourists, which are not dependent on highway traffic. This conclusion is supported by the findings of a WisDOT report titled, "The Economic Impacts of Highway Bypasses on Communities," that was published January, 1998. The report's central findings are:

1. Overall, there is little evidence that bypasses negatively impact the economies of communities.
2. Medium and larger communities have relatively heavy traffic levels on the old route after the bypass is opened.
3. Retail flight to bypassed areas did not occur after the facility was constructed.

However, if land use and access controls are not in place, Alternatives 7 and 7a may induce pressure for commercial development around the interchanges. Strip development and large retail centers are attracted to sites adjacent to interchanges due to the ease of vehicular access and visual exposure. Commercial development along the bypass mainlines for both alternatives is not likely given that no access will be provided between the interchanges.

Industrial

The Robert L Klement Business Park currently has access to the WIS 26 Fort Atkinson bypass via Janesville Avenue (Business 26). A potential alignment is shown in the *City of Fort Atkinson Master Plan* as a placeholder for a future bypass. In fact, the layout of the roadways within the industrial park anticipated a future southern connection to a future US 12 bypass. Alternatives 7 and 7a accommodate this connection with a separate interchange. Access from a ramp to a US 12 bypass such as the one shown in Alternatives 7 and 7a, could be a considerable boost to industrial park expansion as proximity to a regional highway system is a critical factor for siting industries.

The bypass would not only reduce truck traffic from Fort Atkinson's downtown, but also increase the efficiencies for industry through reduced travel times. While both Alternatives 7 and 7a provide a direct link to the highway system to and from the industrial park, representatives at the City of Fort Atkinson expert interview meeting felt alternative 7a provided the best access to the 80 acre industrial expansion area.

Agriculture

As shown in the *Jefferson County Agricultural Preservation and Land Use Plan* much of the land in the Town of Koshkonong is designated as agricultural preservation. However, within that category are different policies governing the type of development that may occur. For instance, areas that are designated as rural residential by the town can develop low density residential. Much of the area between the City of Fort Atkinson corporate limits and Star School Road is designated as rural residential. The majority of land south of Star School Road is, designated as agricultural land and has more restrictive development policies to preserve agricultural production.

The Town of Koshkonong has concerns the bypass will impact large dairy and cattle businesses in their community and that they would lose acreage planned for rural residential development with the proposed bypass alignments 7 and 7a, particularly near the south Fort Atkinson WIS 26

interchange. Areas east of the proposed interchange at WIS 26 are within the urban service area as shown in Figure 4 and Figure 5. This is a negative impact from the Town's Perspective.

At the expert interview meeting, the town official mentioned that the dairy and cattle operations located on the western side of the town provide manure for the crop producers on the eastern side of town. The Town of Koshkonong mentioned that alignment 7a would sever east west connections through the town and disrupt manure management practices. Furthermore, the bypass, particularly alignment 7a would diminish efficiencies for agricultural businesses as traffic circulation in multiple directions would be cut off except at the interchanges.

Recreation, Open Space and Natural Resources

Impacts to recreational, open space and natural resource land uses were a concern to the Town of Koshkonong for Alternatives 7 and 7a. The two alternatives would in general break up existing open space and environmental corridors and reduce the amount of open space available by acquisition of right-of-way. In addition, the Town of Koshkonong mentioned that the community currently has several deer and turkey hunting clubs in the area and that the alternatives would impact the quality of hunting in the area and diminish the amount of land available for hunting. Furthermore, the Town mentioned that alternative 7 bisects a planned recreational trail that the town and county are developing.

Potential Cumulative Impacts

Potential cumulative impacts on the Environment, which result from the incremental impacts of the alternatives when added to other future actions were assessed during the expert interviews. Cumulative impacts result from individually minor but collectively significant actions taking place over a period of time.

This assessment considers other past, present and reasonably foreseeable highway projects including

- US 12 Whitewater bypass
- WIS 26 Fort Atkinson bypass
- A future US 12 bypass of Cambridge (not proposed)
- WIS 89 upgrades if US 12 bypasses Fort Atkinson
- Other WIS 26 bypasses

Given these projects and considering comments from local experts, potential cumulative impacts identified for the US 12 environmental study include the following:

Alternatives 2b, 3, 7 and 7a

- Cumulative impacts to loss of wetland acreage and wetland fragmentation.
- Cumulative impacts to loss of woodland and plant and animal habitat acreage and fragmentation.
- Additional farmland would be removed from production, a regional and national problem. Although statistics show a decrease in the past five years it is still a concern as land is developed over time. Once land is diverted to developed uses, it is taken out of production permanently and not likely to be converted back.

- Some of the land taken for highway purposes would be taken out of agricultural use and so would use significantly fewer pesticides and herbicides than when the land is under crop production.
- Continued improvements to the highway system make it more efficient and could influence how travelers choose to use the system. The improved transportation facilities may contribute to creating travel demand as investigated in *The Impacts of Highway Facility Improvements On Travel and Regional Development - Wisconsin TransLinks 21 (January 1994)*. Traffic forecasts for each alternative are presented in a traffic summary located in the Draft EIS. Forecasts considered future development pursuant to the locally adopted land use plans.

Alternatives 7 and 7a

- The combination of WIS 26 Fort Atkinson bypass and a US 12 Fort Atkinson bypass could impact the quality of life of affected residences in terms of noise.
- A bypass may eventually create a need to bypass Cambridge, as it would become the only community along US 12 not bypassed between Whitewater and Madison.
- Continued creation of additional impervious surfaces, contributing to incremental increase in stormwater runoff.
- Water quality would be impacted from highway runoff, and pre-and post construction sediments, wear from vehicle tires, engine and body parts, spills of oil and gasoline, road salt and/or deicing agents.
- Use of non-renewable construction materials, and sand and gravel mining.
- If many developed areas are bypassed, and as US 12 has fewer and fewer access points it will result in easier travel and make US 12 a more desirable alternative to the interstate which could cause an increase in heavy truck traffic and other regional automobile traffic, in turn increasing pollution and noise.
- Continued loss of rural character.

From this review it can be seen that the bypass Alternatives 7 and 7a would likely have greater associated cumulative impacts on environmental resources than the alternatives on existing routes because more resources would be altered through the conversion of open space and agricultural lands.

Role of Local Land Use Plans and Zoning in Managing Potential Indirect Impacts

As mentioned above, each community within the study area has land use plans and zoning in place. Many of the plans address the importance of agricultural preservation and new development that is contiguous to existing development and municipal services. These policies provide the mechanism for local and county governments to manage development. As a result, the implementation of the land use plans and zoning regulations is likely to have a larger impact than the proposed transportation project on how the communities develop in the future. When rezoning properties, communities need to find that the rezoning is in the public interest and

promotes the general welfare of the community. If they find that the increased development is not in the public interest, they are obligated to maintain the present zoning.

An increase in development pressure may place a greater burden on the local regulating authorities to say “no” to development. If the pressure becomes too great or increased development is too attractive in terms of tax base, some communities may be tempted to stray from their land use plans. Furthermore, while roadway access control may be beneficial in terms of preventing future development, it may alter the character of existing areas along the corridor and impact the efficiencies of local traffic circulation. For example, with Alternative 7, it will be difficult to create local east-west road networks between the bypass and the city due in large part to the presence of the large amounts of wetlands around Allen Creek. The result may be that as the area develops, travelers will choose to use the bypass as a local connector between the east and west sides of the city, eventually diminishing the effectiveness of the bypass.

Tools to Manage Land Development

Many tools are available for local governments to manage potential indirect and cumulative impacts that may result from the proposed transportation project. Both regulatory and non-regulatory tools are available. The tools include:

Regulatory

Comprehensive and Land Use Planning

Wisconsin's Comprehensive Planning and Smart Growth law (Sec. 66.1001, Wis.Stats.) requires that all local governments that take land use actions must adopt a comprehensive plan by January 1, 2010. All communities within the indirect impact study area currently have plans and most, with the exception of the Town of Lima, have been adopted within the past ten years, however none are compliant with the Smart Growth law, not having all of the prescribed elements and not tested for internal consistency between the various elements. By the January due date, local land use decisions made under adopted zoning ordinances, subdivision ordinances and official maps must be consistent with the adopted comprehensive plan.

WisDOT's publication *Transportation Planning Resource Guide (March 2001)* is a guide to preparing the transportation element of a local comprehensive plan.

Zoning

Cities and villages are enabled through the Wisconsin State Statutes Section 62.23 to adopt zoning ordinances for the purpose of promoting health, safety, morals or the general welfare of the community. Towns may develop their own zoning ordinance or follow county zoning ordinances. Municipal or county zoning ordinances currently regulate all lands within the study area.

The purpose of zoning is to regulate the erection, construction, reconstruction, alteration or use of buildings, structures or land. Zoning regulations are, among other things, designed to lessen congestion in the streets and to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. By 2010, zoning decisions must be based on a community's adopted comprehensive plan.

Extraterritorial Zoning Review

The Wisconsin State Statutes, Section 62.23 enable cities to adopt extraterritorial zoning to regulate land uses outside their municipal limits. Extraterritorial zoning requires cooperation

between incorporated municipalities and unincorporated surrounding towns to help control growth at the fringes of municipalities. Since the City of Fort Atkinson has a population greater than 10,000 they are considered a third class city, which means they may exercise extraterritorial zoning up to three miles outside their city limits. Fort Atkinson does not have extraterritorial zoning in place however, according to the city, they do exercise extraterritorial subdivision review for proposed land splits and proposed subdivision development in their extraterritorial area.

Land Division Regulations

Under Wisconsin State Statutes Chapter 236 cities, villages, towns and counties are enabled to adopt land division regulations. Land division regulations help to ensure the orderly layout of a community and include subdivision ordinances.

Access Controls

Limiting the amount of access from the transportation system can help control pressure from developers for haphazard and undesirable development. WisDOT works cooperatively with local governments to address access needs and limitations for the transportation project and the community.

Official Mapping

Section 62.23(6) of the Wisconsin State Statutes enables cities and villages to adopt official maps to reserve land for roads, historic districts, parks and other public purposes. This tool can be used to preserve corridors for future infrastructure needs.

Non-Regulatory

Boundary Agreements

Boundary agreements, although not regulatory in nature, can be used by communities to manage growth and minimize uncertainty and conflict between bordering communities. Intergovernmental agreements may be used for:

- Cooperative plans and agreements
- Municipal boundaries by judgments
- General agreements

The City of Fort Atkinson and the Town of Koshkonong have one boundary agreement in place and another one is in the process of being created. The existing agreement was created approximately five years ago and identifies land use in the town southwest of the city for the next ten years. The agreement outlined areas that could be annexed without objection from the town. Land was annexed for the development of the Robert L. Klement Business Park under this agreement.

The second agreement currently in progress is intended to address how land will developed on US 12 along Whitewater Avenue. Also, it addresses extension of utilities and stormwater management. Furthermore, under this agreement the City of Fort Atkinson will to split developer fees with the town of Koshkonong to help the town pay for park development.

Land Acquisition

Transportation induced impacts can be controlled by governmental and nongovernmental organizations through the acquisition of land. This tool can help preserve open space surrounding transportation projects and avoid unwanted development. Also, the WisDOT can acquire land outside the right of way to help avoid leaving property owners with uneconomical remnants that may be created with farm severances.

Purchase or Transfer of Development Rights

The purchase of development rights can be used to preserve open space or agricultural lands. It is a voluntary action where an organization, generally a land trust, makes an offer to purchase the development rights of a property. If accepted, the original owner still owns the land, however, a permanent deed restriction is placed on the property to restrict the types of activities that can occur on the property.

Information and Education

Information and education can go a long way to encourage sound development practices. The University of Wisconsin Extension has public information programs and outreach tools to educate the public about land use and development issues.

Activities That Can Mitigate Induced Development

Mitigation activities could be applied to reduce or eliminate the potential impacts identified in this report. WisDOT's policy for mitigation of secondary impacts normally involves one or a combination of factors such as Planning Measures, Design Measures, Access Control Measures, and Financial Measures.

Planning Measures

Land use control through zoning is a potential mitigation measure for this project. The local unit of government could implement zoning designations that would promote compatible land uses and help reduce or avoid undesirable socio-economic impacts around the build alternatives. Proper zoning designations are effective measures that can be promoted by WisDOT, although they are outside the powers of the WisDOT to implement. If WisDOT selects a build alternative as a preferred alternative, they plan to give the local agency recommendations for potential land use that would be appropriate near the roadway facility.

WisDOT also has a publication titled *Transportation Planning Resource Guide (March 2001)* to help communities prepare the transportation element of their local comprehensive plan.

Design Measures

Roadway design elements that reduce right-of-way requirements could reduce the project's impact to properties abutting the build alternatives. This is a good possibility for this project given that the study corridor widths were generously wide.

Provisions to ensure overall trail connectivity to address stated concerns can be taken into consideration during the design of the roadway if a bypass alternative is selected.

Access Control Measures

Access control can be implemented to lessen the need for future improvements to adjacent roadways and to maintain the effectiveness of the various alternatives. Sections 84.29, 84.295, 84.25, 86.07 (and Chapter Hwy 31, Wisconsin Administrative Code), and Section 236.13 (and Chapter 33, Wisconsin Administrative Code) refer to access control measures that can be used to designate, maintain, or reduce the type and number of access points to highways of different functional classifications. Access management would be especially helpful for the alternatives on existing alignment including Alternatives 1a, 2b and 3, where controls have been built-in to the Alternative descriptions. Access control is also built-in to the two alternatives on new alignment, Alternative 7 and 7a.

Financial Measures

Relocation assistance requirements specify that persons displaced by any public project be fairly compensated by payment for the property acquired and other losses suffered as a result of a project. Displaced persons are entitled to reasonable moving expenses and replacement facility payments as allowed by federal and state acquisition procedures. Such procedures would be followed for any alternative that may require relocation and acquisition of property. In any case involving acquisition of homes or businesses, close coordination with the District and Central Office Real Estate Sections would be done as part of the project development process.

Figure 1: Study Area

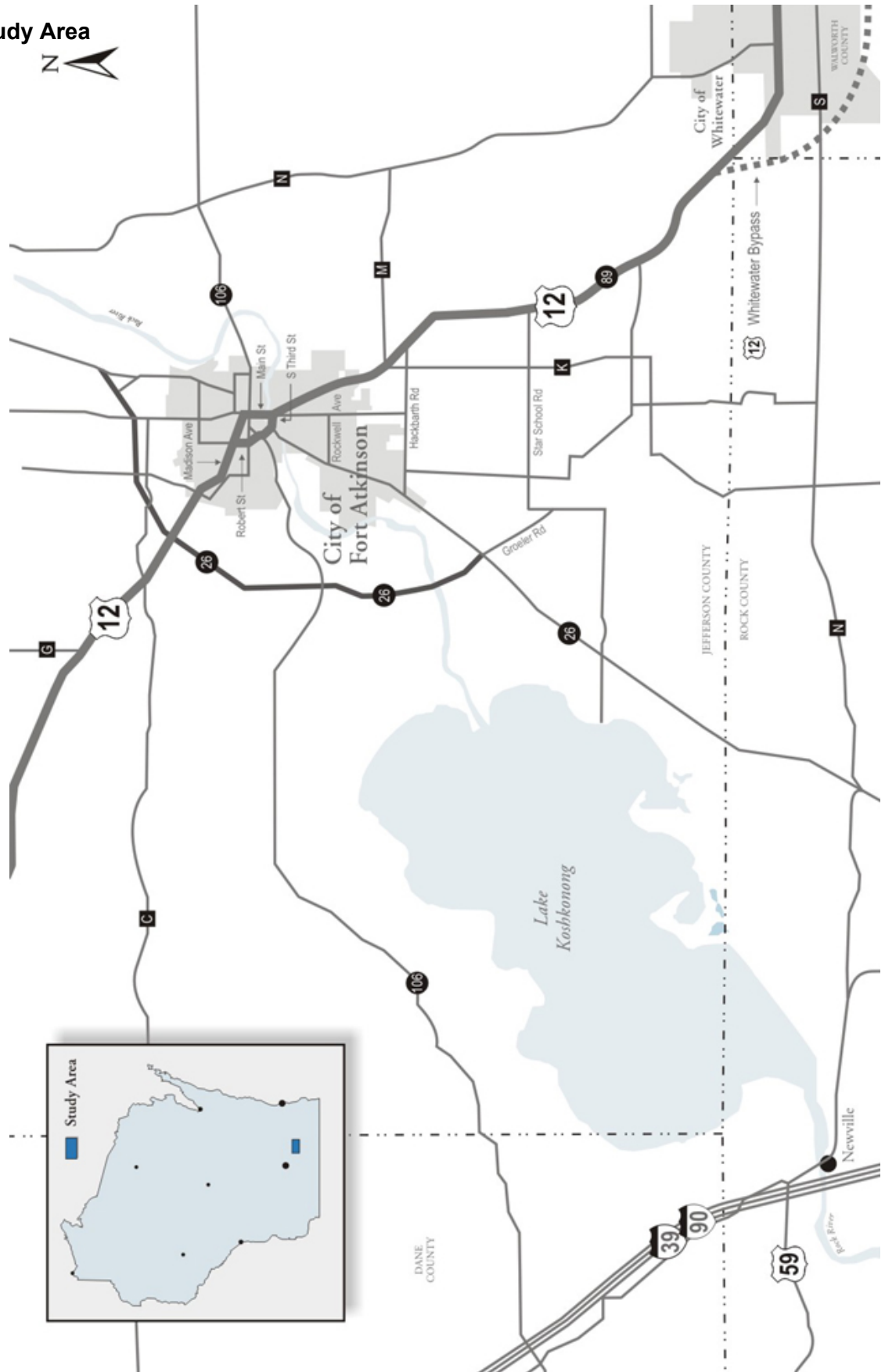
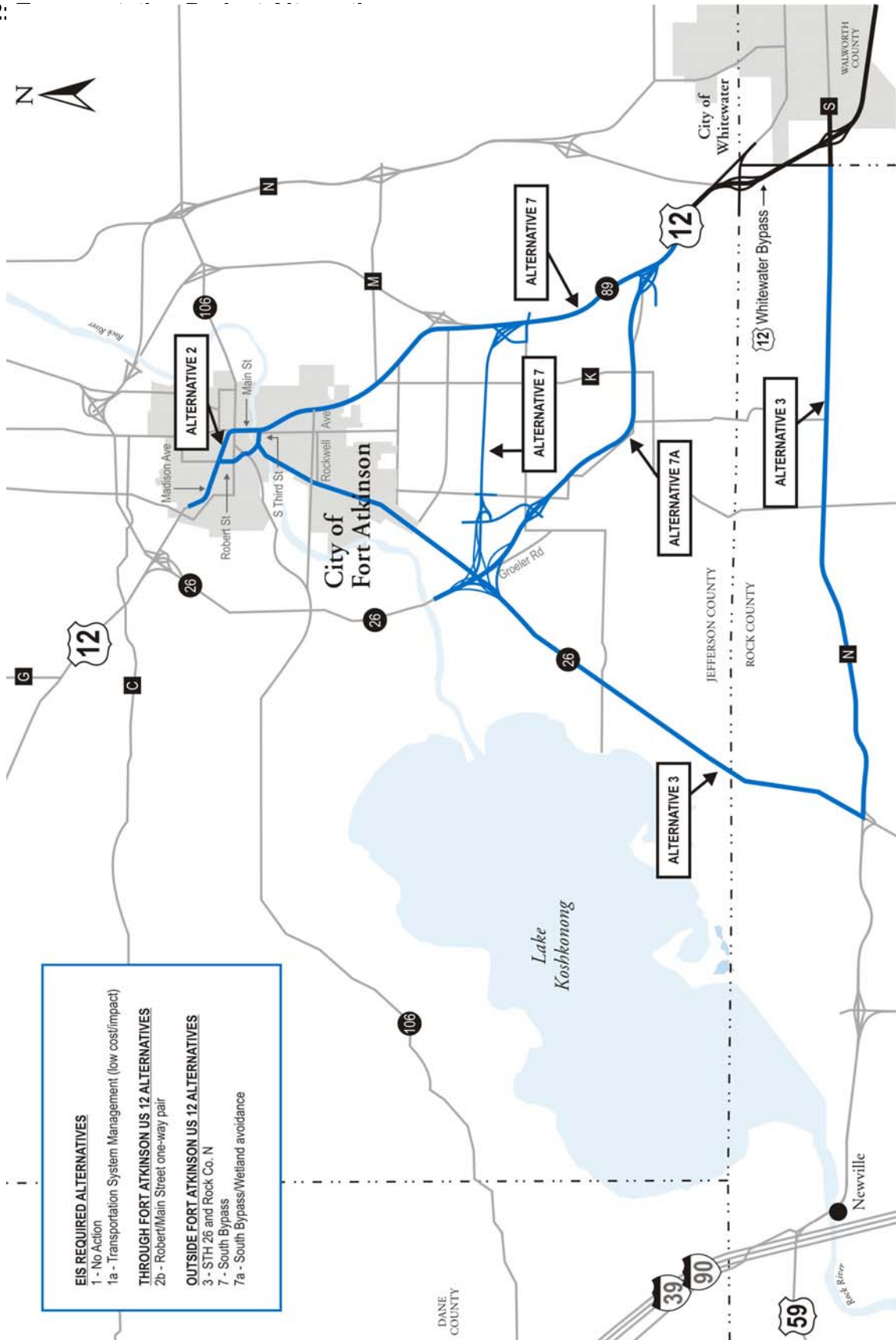


Figure 2:



LEGEND

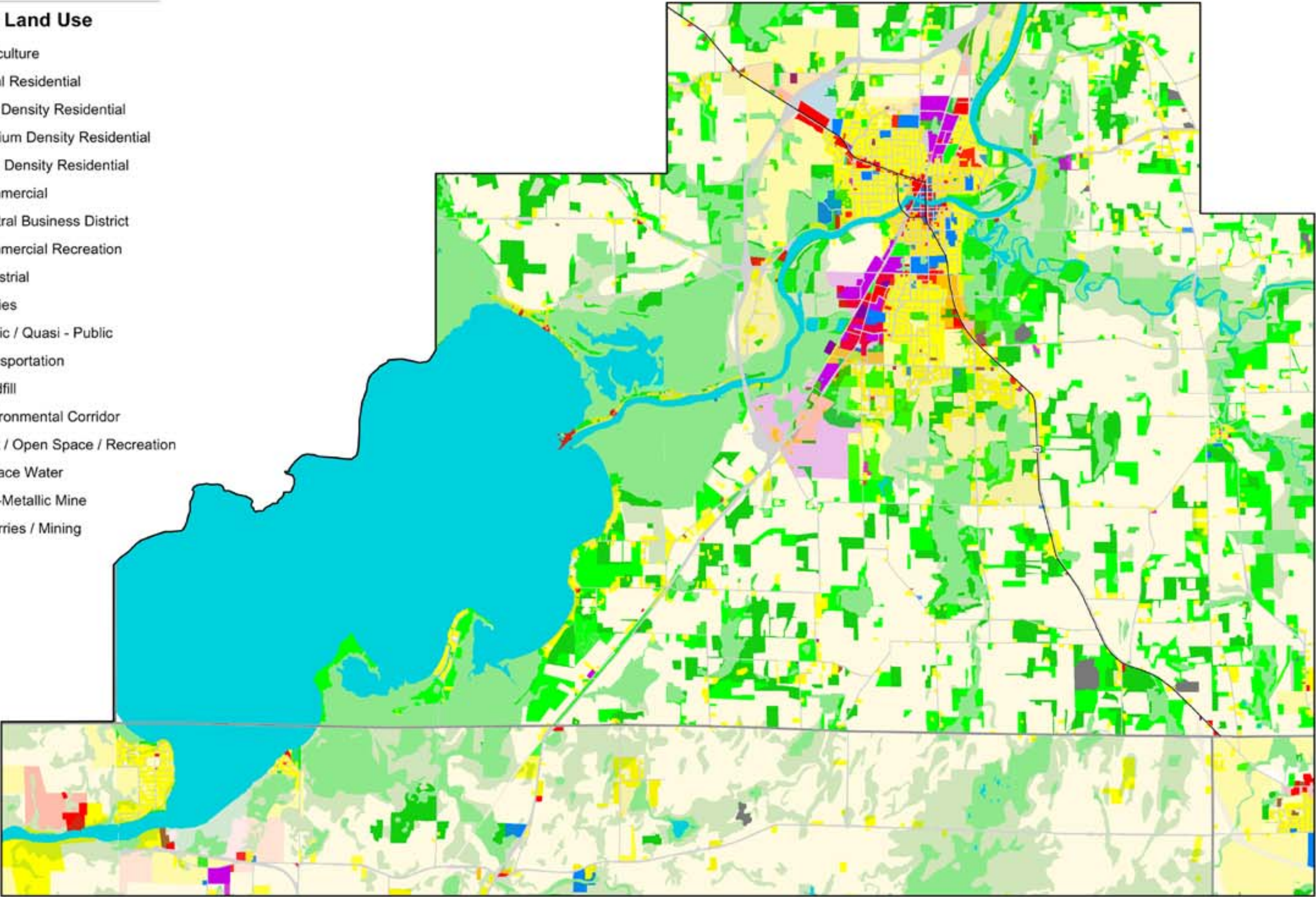
Existing Land Use

- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Central Business District
- Commercial Recreation
- Industrial
- Utilities
- Public / Quasi - Public
- Transportation
- Landfill
- Environmental Corridor
- Park / Open Space / Recreation
- Surface Water
- Non-Metallic Mine
- Quarries / Mining

Planned Land Use

- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Central Business District
- Commercial Recreation
- Industrial
- Utilities
- Public / Quasi - Public
- Transportation
- Landfill
- Environmental Corridor
- Park / Open Space / Recreation
- Surface Water
- Non-Metallic Mine
- Quarries / Mining

Note: Planned land uses shown in lighter shades.
Source: City of Fort Atkinson, Jefferson County, Rock County, SEWRPC, and HNTB. 2002



Source: City of Fort Atkinson, Town of Koshkonong, Jefferson County, Rock County, SEWRPC and HNTB Corporation, 2002

Figure 4: Urban Service Area Alternative 7

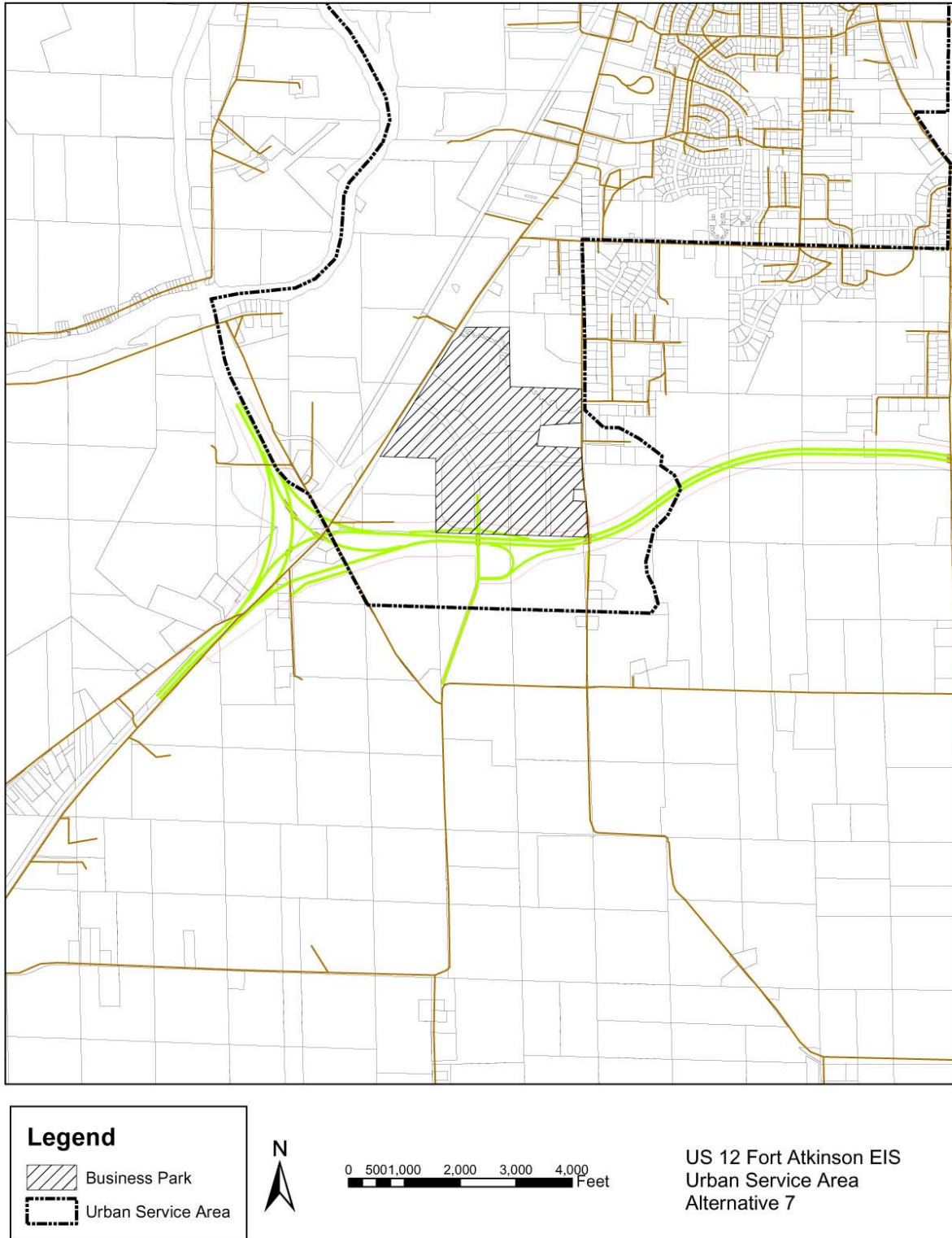
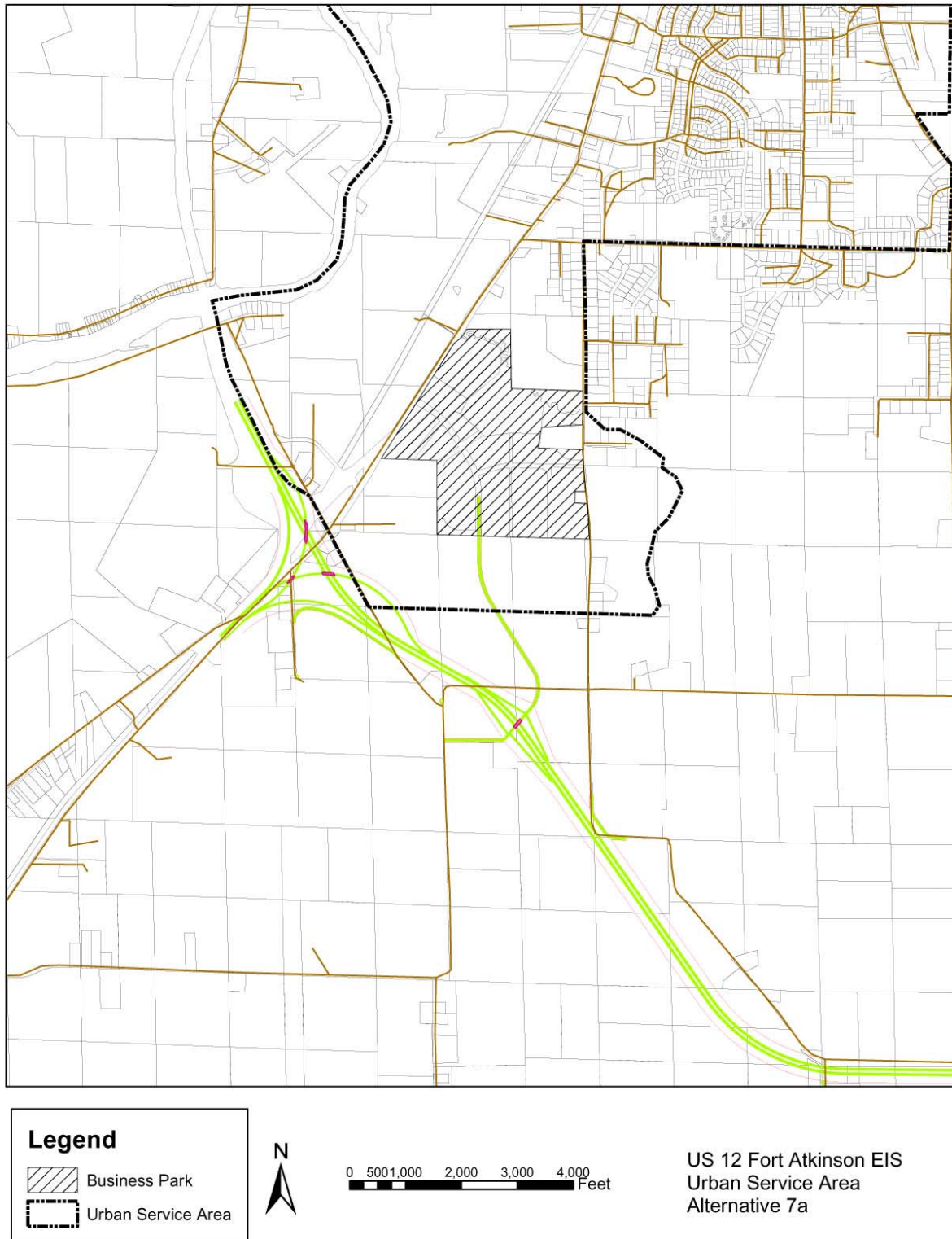


Figure 5: Urban Service Area Alternative 7a



Appendix E: Newsletters and other Public Involvement Documents

This appendix is on file and can be viewed at the WisDOT Southwest Region Office, 2101 Wright St. in Madison.

Appendix F: Copies of Local Resolutions

This appendix is on file and can be viewed at the WisDOT Southwest Region Office, 2101 Wright St. in Madison.

Appendix G: Agricultural Impact Statement

This Appendix is reserved for an Agricultural Impact Statement that would be required if the preferred alternative would impact agricultural lands.

This appendix is on file and can be viewed at the WisDOT Southwest Region Office, 2101 Wright St. in Madison.

Appendix H: Farmland Conversion Impact Rating Form (AD1006)

U.S. DEPARTMENT OF AGRICULTURE

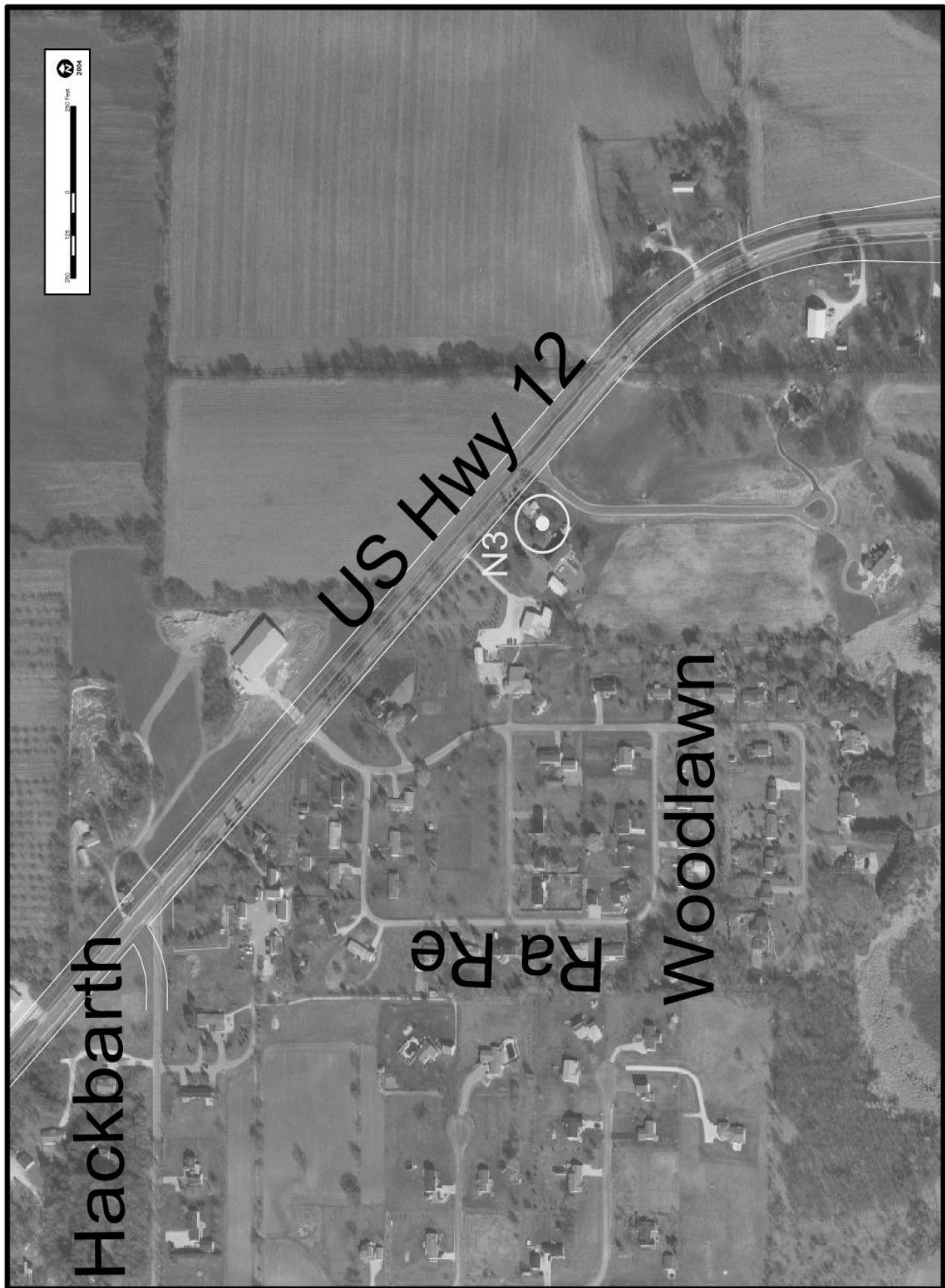
Form AD-1006

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		1. Date of Land Evaluation Request		2. Sheet 1 of 1	
3. Name of Project: US 12 Fort Atkinson Draft EIS WisDOT ID 3575-09-01 Jefferson and Rock Counties		4. Federal Agency Involved Federal Highway Administration			
5. Proposed Land Use US 12 highway improvements		6. County and State Jefferson and Rock Counties, WI		7. Type of Project: Corridor <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS		2. Person Completing the NRCS parts of this form	
3. Does the site or corridor contain prime, unique, statewide or local important farmland? Yes <input type="checkbox"/> No <input type="checkbox"/> (If no, the FPPA does not apply - Do not complete additional parts of this form)		4. Acres Irrigated		5. Average Farm Size	
6. Major Crop(s)		7. Farmable Land in Government Jurisdiction Acres: %		8. Amount of Farmland As Defined in FPPA Acres: %	
9. Name of Land Evaluation System Used		10. Name of Local Site Assessment System		11. Date Land Evaluation Returned by NRCS	
PART III (To be completed by Federal Agency)			Alternative Site Rating *		
			Alt. 2b	Alt. 3	Alt. 7
A. Total Acres To Be Converted Directly			110	75	275
B. Total Acres To Be Converted Indirectly, Or To Receive Services			0	0	0
C. Total Acres in Site			110	75	275
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime and Unique Farmland					
B. Total Acres Statewide and Local Important Farmland					
C. Percentage of Farmland in County or Local Govt. Unit to be Converted					
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)					
PART VI (To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b & c))		Max. Points			
1. Area in Nonurban Use		15 15	15	15	15
2. Perimeter in Nonurban Use		10 10	7	7	9
3. Percent of Site Being Farmed		20 20	13	13	16
4. Protection Provided by State and Local Government (zoning restrictions)		20 20	0	20	20
5. Distance from Urban Built-up area		0 15	0	0	0
6. Distance to Urban Support Services		0 15	0	0	0
7. Size of Present Farm Unit Compared to Average		10 10	7	7	9
8. Creation of Non-Farmable Farmland		25 10	1	1	10
9. Availability of Farm Support Services		5 5	5	5	5
10. On-Farm Investments		20 20	15	15	18
11. Effects of Conversion on Farm Support Services		25 10	5	5	15
12. Compatibility with Existing Agricultural Use		10 10	5	5	8
TOTAL CORRIDOR OR SITE ASSESSMENT POINTS		160	73	93	120
PART VII (To be completed by Federal Agency)					
Relative Value of Farmland (from Part V above)			100		
Total Corridor or Site Assessment (From Part VI above or a local site assessment)			160	73	120
TOTAL POINTS (Total of above 2 lines)			260		
PART VIII (To be completed by Federal Agency after final alternative is chosen)					
1. Corridor or Site Selected:		2. Date of Selection:		3. Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
4. Reason For Selection: Selection will be based on consideration of the environmental impacts, community support, cost and funding issues, et. al.					
Signature of person completing the Federal Agency parts of this form:					DATE

Wisconsin substitute form AD-1006 6-9-97 Completion instructions: <http://www.wi.nrcs.usda.gov/soil/prime/prinotes.html>

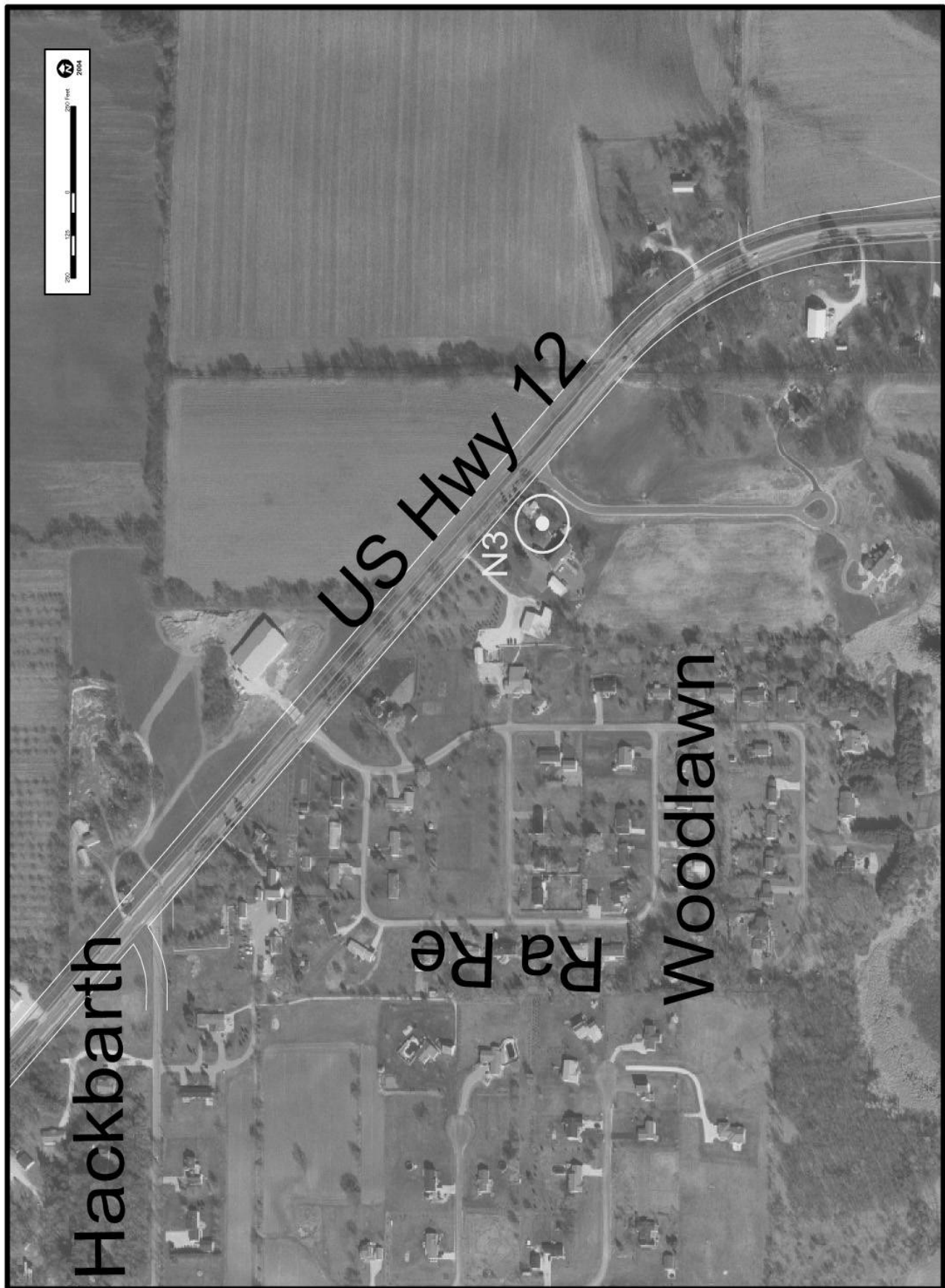
Appendix I: Noise Receptor Location Maps



Source: HNTB Corporation



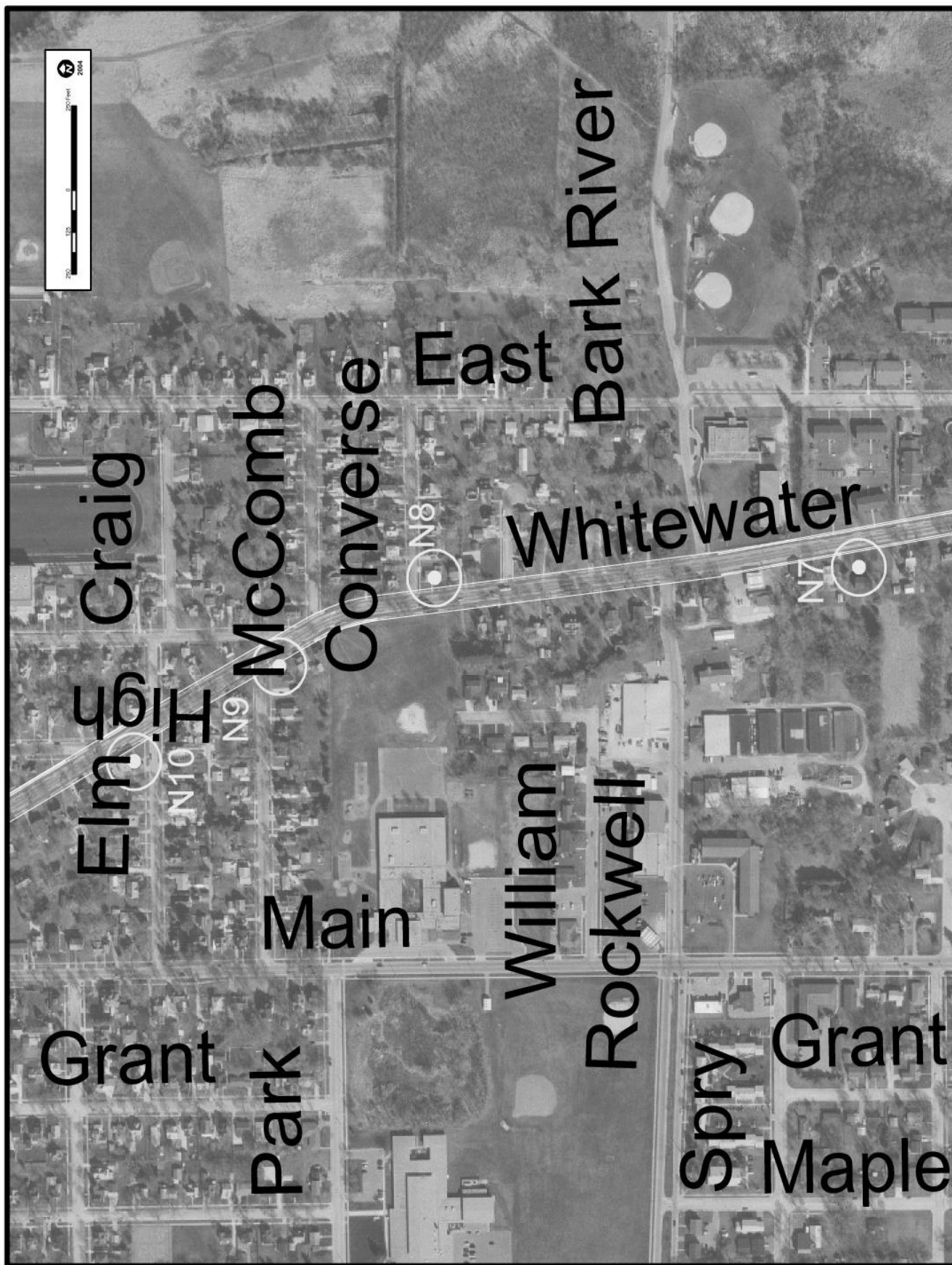
Source: HNTB Corporation



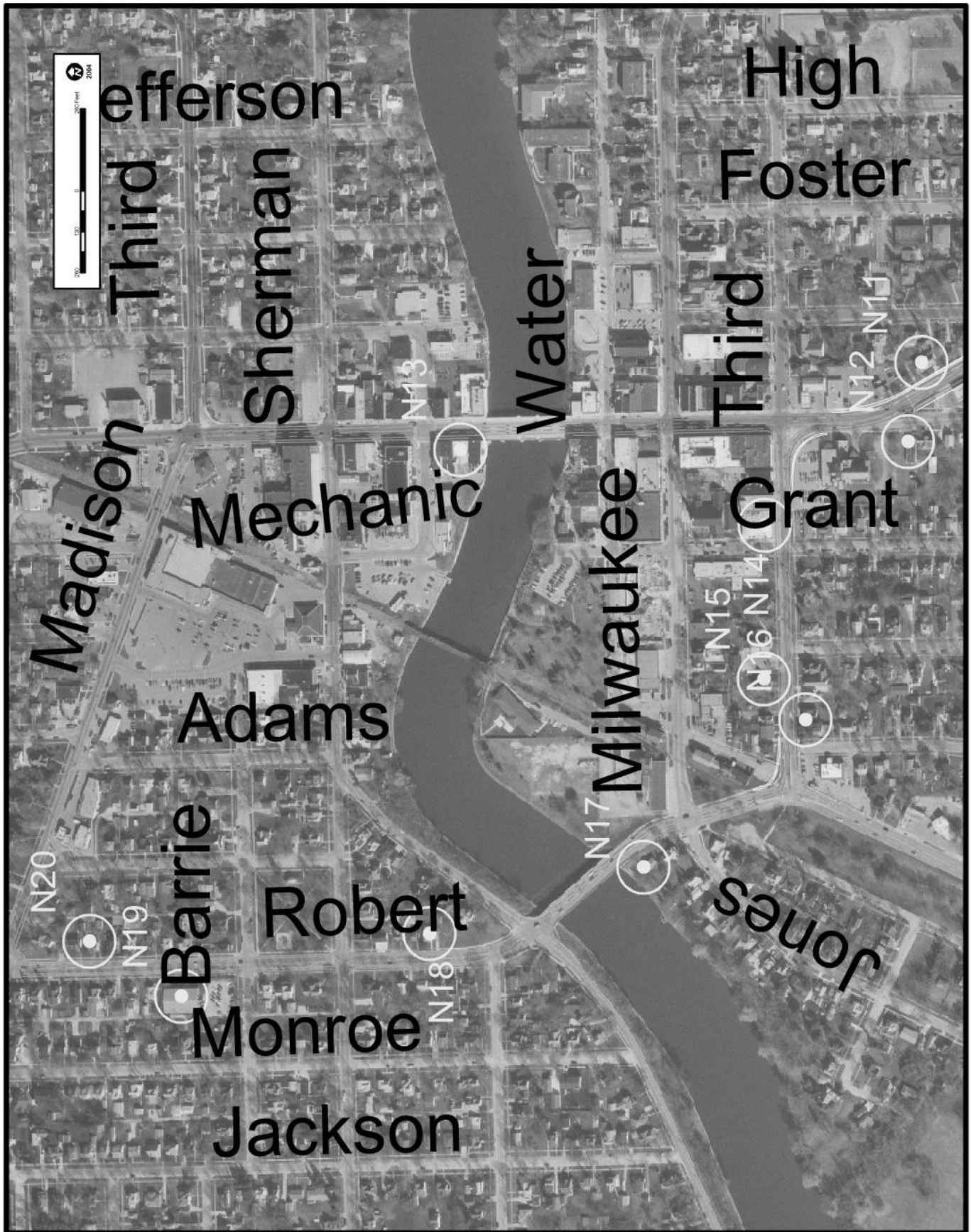
Source: HNTB Corporation



Source: HNTB Corporation



Source: HNTB Corporation



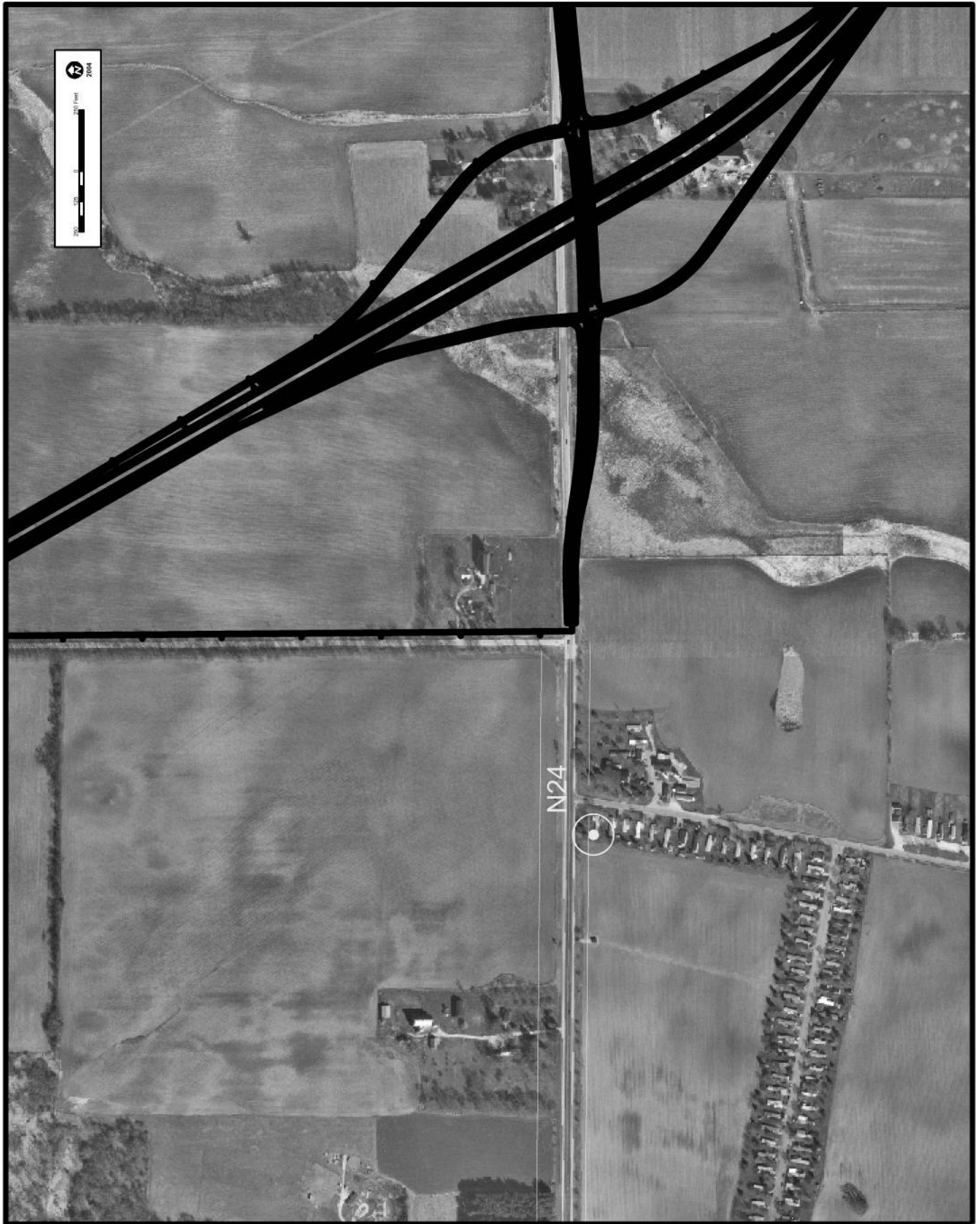
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Source: HNTB Corporation



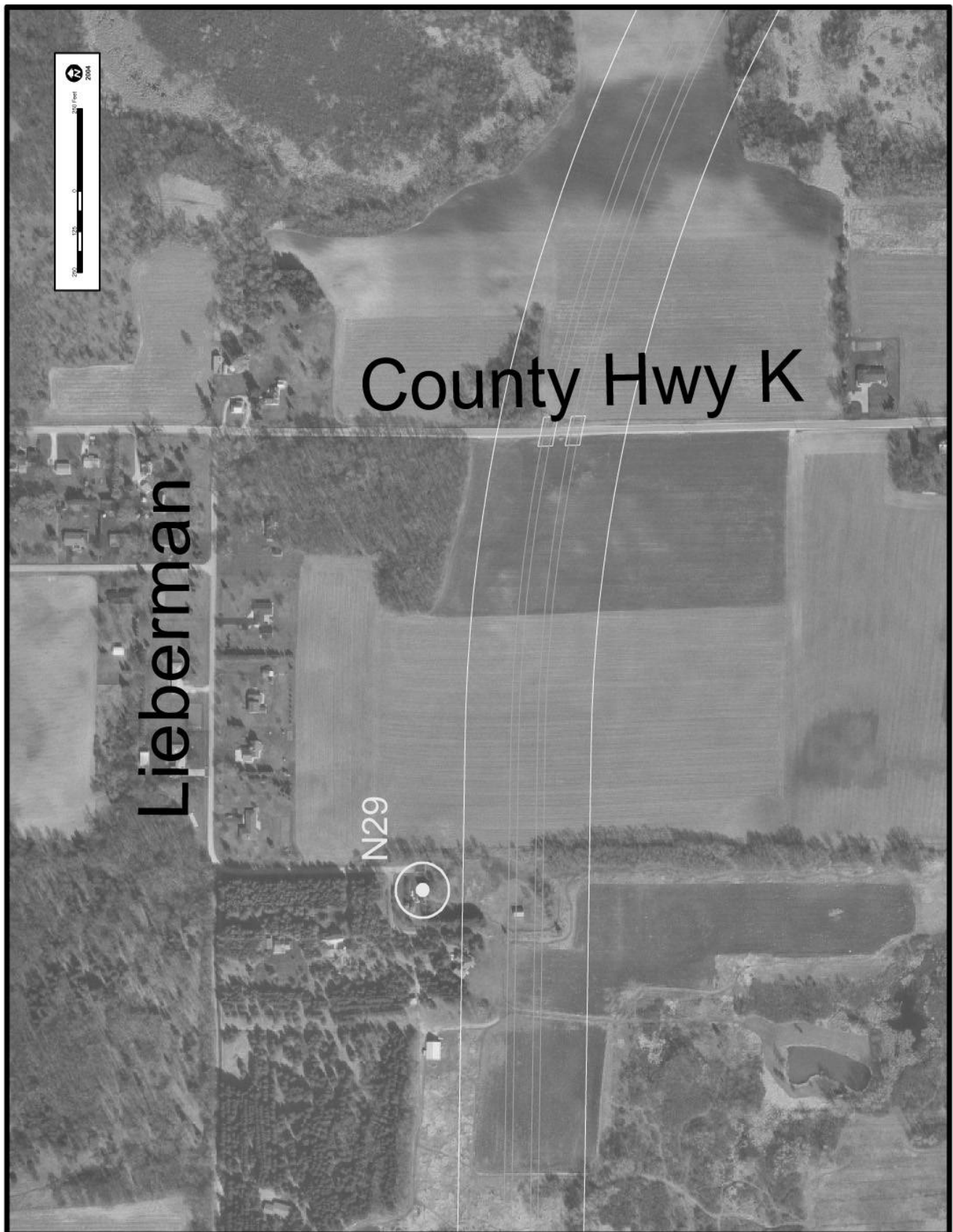
Source: HNTB Corporation



Source: HNTB Corporation



Source: HNTB Corporation



Source: HNTB Corporation



Source: HNTB Corporation

Appendix J: Correspondence with Potential Section 106 Consulting Parties

This appendix is on file and can be viewed at the WisDOT Southwest Region Office, 2101 Wright St. in Madison.